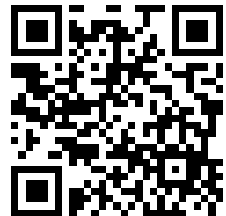
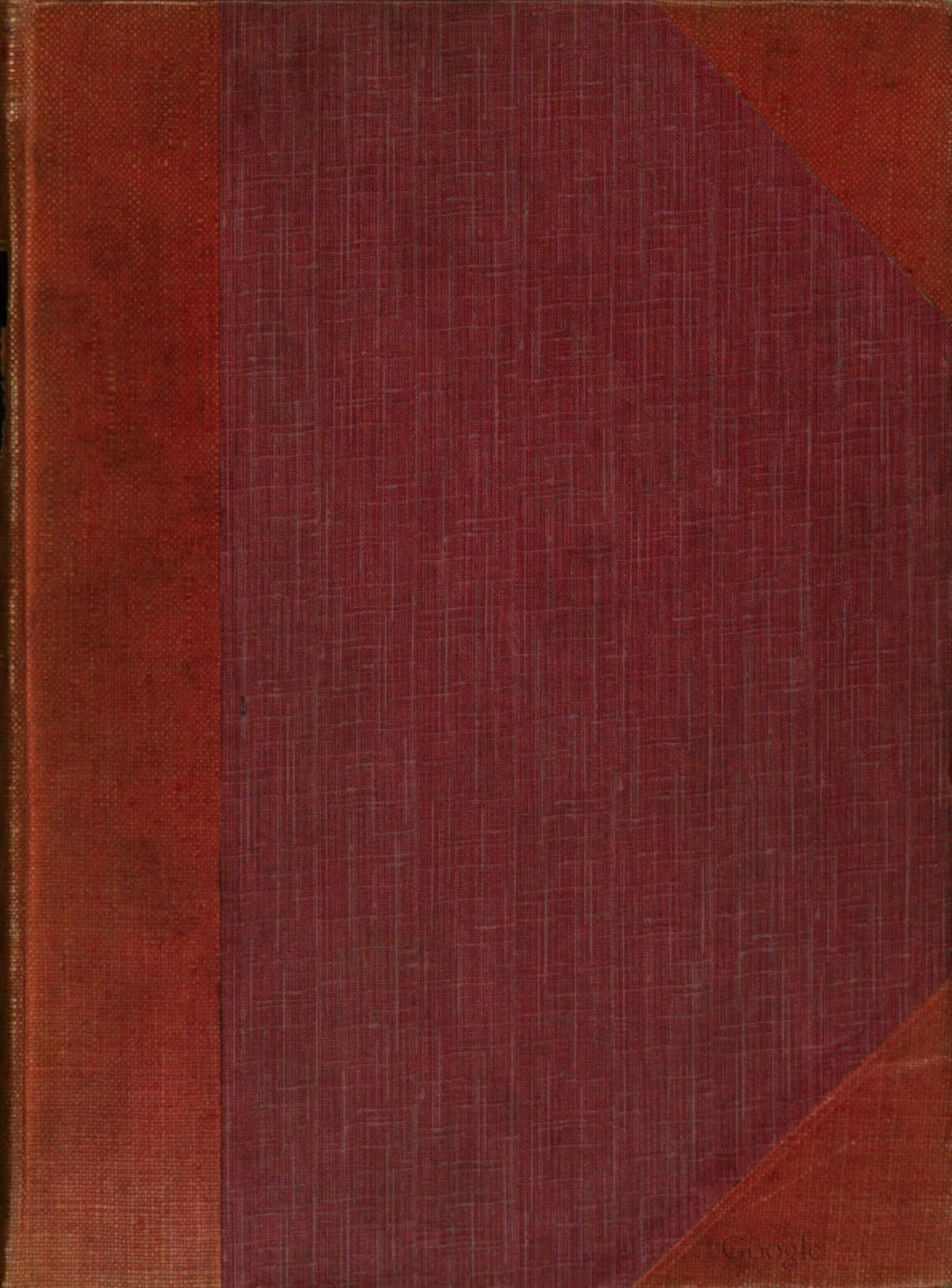
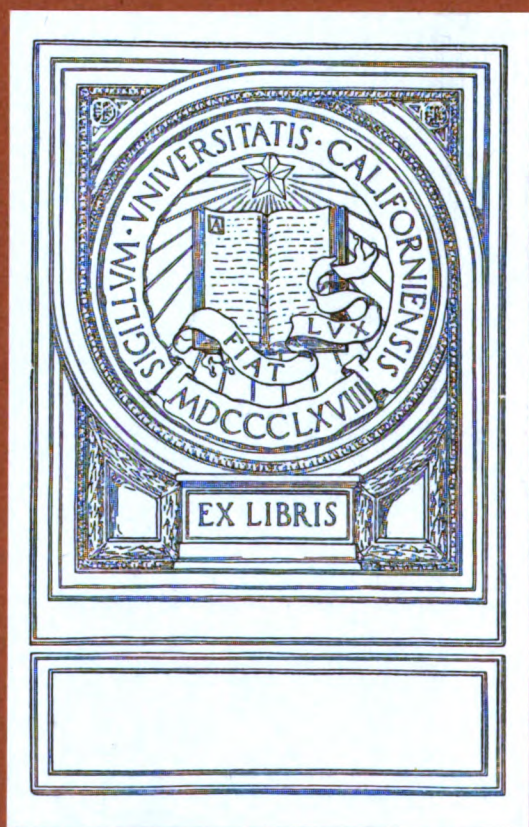

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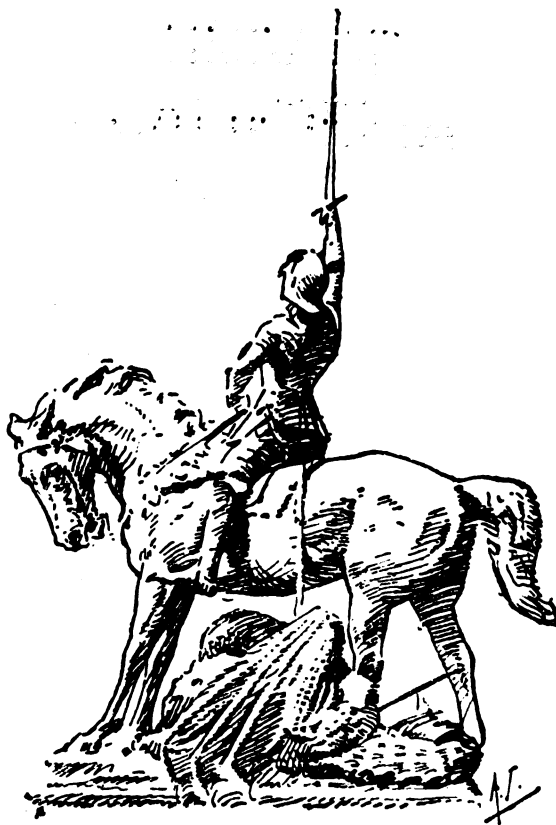




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From a painting by Deighton

CHARGE OF THE SCOTS GREYS AT WATERLOO, 1815

By gracious permission of His Majesty the King

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THE CAVALRY JOURNAL

UNIV. OF
JANUARY, 1927. CALIFORNIA

THE CHARGE OF THE SCOTS GREYS AT WATERLOO

THERE are in existence several paintings by well-known artists illustrative of the charge of the Scots Greys at Waterloo, and in this issue of the CAVALRY JOURNAL we are privileged to reproduce as a frontispiece, and by gracious permission of His Majesty the King, the well-known painting by Deighton, which hangs in St. James's Palace.

It was half-past one in the afternoon, the moment of the crisis of the great battle; Napoleon had completed his dispositions for his main attack upon the Allied position, the Prussian vanguard was emerging from the wood of Chapelle St. Lambert, the French guns had opened fire to cover the advance of d'Erlon's infantry upon Wellington's left centre, and the French attack, especially that carried out by the divisions of Donzelot and Marcognet, had been so far successful that some of the British gunners and infantrymen were seriously shaken. "It is small wonder that Napoleon and his Staff, watching the struggle from La Belle Alliance, thought that all was going well."

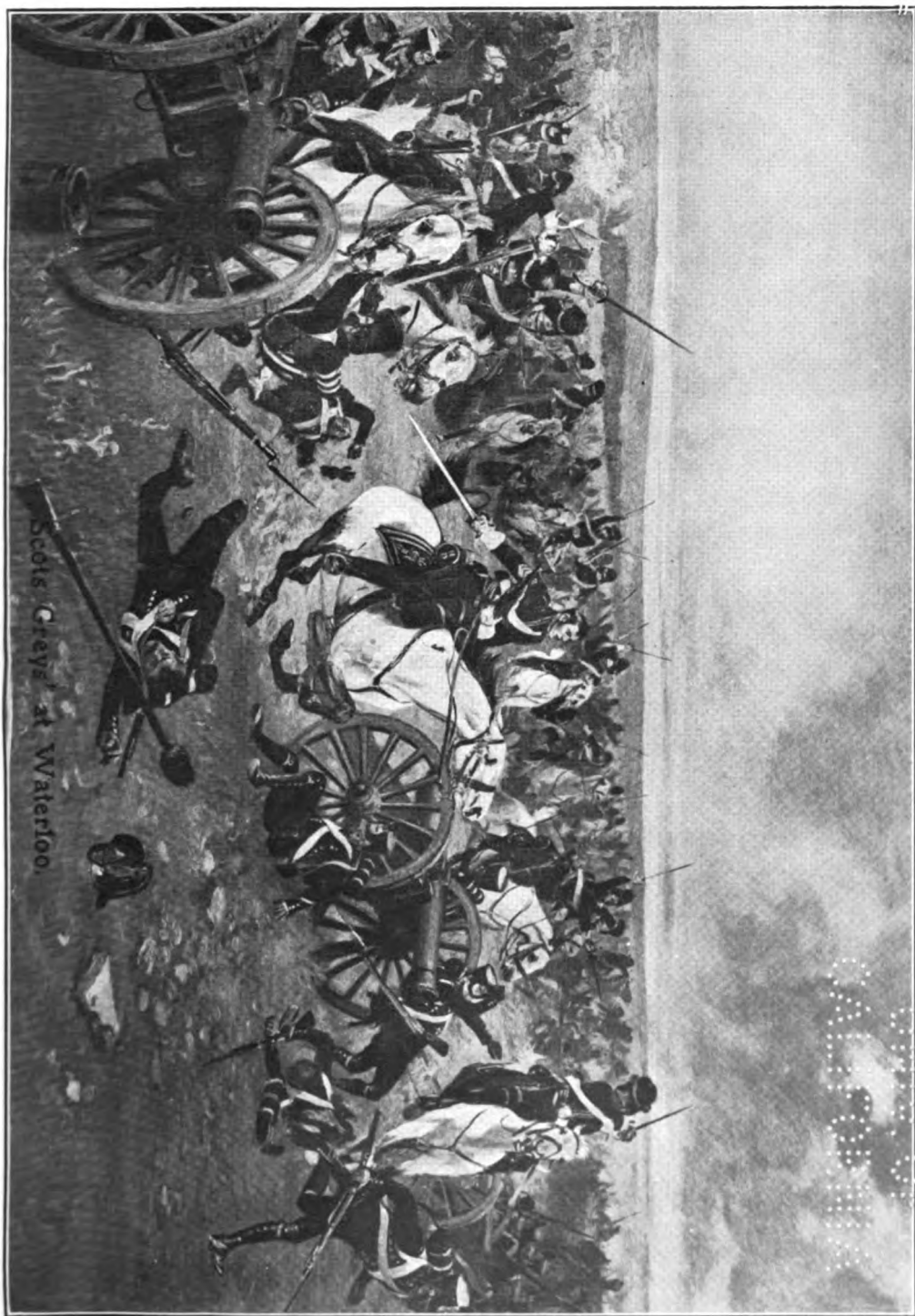
It was at this moment that the Union Brigade charged down upon the French infantry columns, the Royals on the right attacking Bourgeois's Brigade, while the Inniskillings and the Scots Greys fell upon the divisions of Donzelot and Marcognet respectively.

In Sir Evelyn Wood's "Cavalry in the Waterloo Campaign," he writes of the charge of the Scots Greys: "As the Scots Greys passed through the 92nd Highlanders, each corps mutually cheered the other, and many of the Highlanders, by holding on to the stirrups, passed on with the horsemen as they rode into the head of Marcognet's column, Sergeant Ewart taking the Eagle of the 45th (French) Regiment. The Greys then galloped on further for about 300 yards against the supporting battalions, and, though a few of its outer files opened fire, our Dragoons, disregarding it, upset one of the columns."

The historian of the British Army has told us that "they"—the three regiments of the Union Brigade—"were barely one thousand sabres altogether, but their approach was hidden from the French by the hollows of the reverse slope of the ridge, and their onslaught was as furious as it was sudden. For a moment the French masses seethed madly as the unhappy men, tightly crowded together, strove to defend themselves with musket and bayonet; and then they dissolved into a mere pack of fugitives, flying down the slope towards their own position, with the sabres of the British dragoons playing havoc among them. . . . Seldom in all military history has there been seen a more terrific smashing of formed infantry by cavalry. It is small wonder that the British troopers became drunk and maddened by their success."

The slope of the ground in their favour, the Greys stormed on down the hill, across the plain and up the acivity of La Belle Alliance; the Brigade then crashed into the midst of two divisional batteries, cut down the detachments, upset the guns into a ravine, and then, swinging left-handed, attacked Napoleon's great battery of eighty guns. Retribution now, however, came upon the Greys and the Union Brigade, and, attacked by four fresh regiments of cuirassiers and lancers, they were practically annihilated, the few survivors falling back behind La Haye Sainte.

A young cornet of the Scots Greys, a boy of sixteen, who took part in the charge, wrote home after the battle: "Our



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Regiment," he wrote, "was only thirty-six strong when we marched to the Mount. . . . Colonel Clarke had two horses shot under him and was wounded himself. Major Vernon was wounded. Major Cheney had five horses shot under him, and kept mounting the fresh ones with the same coolness that he would had they been at his own stable door. My old mare received three slight wounds, one was a bullet through her ear. Poor Whindham was shot through the foot in the charge. He is doing well."

Another Officer says, (*Waterloo Letters*): "Brevet-Major Cheney at night brought out of action four or five officers and under thirty men. It is a curious circumstance that we lost as many killed (nearly) as wounded, both in officers and men. The Lancers did us as much mischief almost as the round shot and shell, as they got in our rear. We found men with ten and fifteen wounds, and one man had eighteen and is alive at this time."

The actual loss of the Regiment in this battle was: killed or died of wounds, 8 officers and 96 non-commissioned officers and men; wounded, 7 officers and 90 other ranks; while 164 horses were killed and 60 wounded.



FIELD-MARSHAL JEAN LOUIS EARL LIGONIER

By COLONEL H. C. WYLLY, C.B.

SINCE the middle of the sixteenth century the name of Ligonier has appeared on the rolls of those of the chief families resident in and about the town of Castres, which is situated in what is now known as the province of Tarn, equi-distant from Toulouse and Carcassone. The members of the Ligonier family seem to have for many years belonged to the reformed faith, and enjoyed religious liberty for the best part of a century under the provisions of the Edict of Nantes, promulgated in April, 1598, by Henri IV ; but when this measure was revoked in 1685 by Louis XIV, and French Protestants were thereby deprived of all civil and religious liberty, Jean Louis was no more than five years of age, and the Huguenots had already begun to leave France in ever increasing numbers, betaking themselves, with such talents as they possessed and such industries as they had developed, to other and more complaisant countries.

Jean Louis, the second of five brothers, was born at Castres on 7th November, 1680, and was educated in France and in Switzerland ; and, when only seventeen years of age, he decided to seek his fortune abroad, and, passing through Paris under the assumed name of Lanauze, he went first to join his brother Anthony at Utrecht ; from here he must, however, have quickly repaired to Ireland, joining in Dublin his mother's brother, one Guillaume de Poncet, whose name will be found in Dalton's "English Army Lists and Commission Registers" as holding a commission as captain in Count de Marton's Regiment of Foot, his captaincy being dated 1st August, 1694. Writing to France on 29th September, 1698, de Poncet announces the arrival of his nephew "*sans argent et très nippé*."



THE RIGHT HONOURABLE JOHN, LORD VISCOUNT LIGONIER

From the Portrait in the National Gallery by Sir Joshua Reynolds

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In the following year Jean Louis Ligonier joined an English regiment as a volunteer, and served for some time in Ireland. But on the declaration of war with France, he joined Marlborough's army in the Netherlands, serving during the ensuing campaign as a volunteer ; and at the siege of Liège in October, 1702, he and young Alan Wentworth, a volunteer like himself, were the first two who surmounted the defences of the citadel, Wentworth being killed beside Ligonier on the breach. On the 30th March, 1703, Ligonier, assisted apparently by his uncle de Poncet, purchased a company in, as he wrote home, "*un vieux corps*" ; this was Lord North and Grey's Regiment, the 10th Foot, and with it Ligonier was present at the Schellenberg, Blenheim, Ramillies, Oudenarde, Wynendael, and finally at Malplaquet, where he had some twenty-three shots through his clothes, but was himself untouched. Of his services one of his relations wrote home :—" *Nous avons appris avec beaucoup de plaisir que mon cousin de Lanauze avait fait la campagne heureusement. Tout le monde qui le connaît nous dit que c'est un fort honnête homme, fort estimé et fort aimé de son colonel.*"

He was promoted brevet major on 25th April, 1704, and major in his regiment on 1st July, 1706, serving in the Low Countries until 1710 and playing a prominent part in the operations that there took place.

On 3rd March, 1711, Major Ligonier was appointed brigade major in Spain, presumably on the staff of the army there engaged under Stanhope ; the war, however, which had for some time been carried on in the Peninsula, had now practically come to a close with the battles of Brihuega and Villa Viciosa, fought in the previous December, and there can have been but few opportunities for further distinction for Ligonier in the minor operations which continued during the remainder of the year ; but such as they were he would appear to have made the most of them, for he was promoted brevet colonel on 15th November, and on the same date was appointed lieut.-colonel in Colonel Phillips' Regiment of Foot, the 12th, now The Suffolk Regiment. He does not, however, appear to have ever

exercised command, for on 12th October, 1713, he was appointed Lieut.-Governor of Fort St. Philip, Minorca, and on 22nd November, 1716, was gazetted Lieut.-Colonel of the 4th Regiment of Horse, Lord Windsor's, now the 3rd Dragoon Guards. Again, as a comparatively junior officer, he saw service on the staff, for he was adjutant-general of the expeditionary force, which under Lord Cobham, was engaged in the reduction of Vigo during the autumn of 1719.

On 18th July, 1720, Ligonier was appointed to the command of the 8th Horse, now known as the 7th Dragoon Guards, and it may be said without fear of contradiction that it has been given to few officers, and certainly never to one of an alien race, to make so good and so enduring an impression upon the regiment he commanded. The Regimental Records tells us that "for nearly two hundred years his name has been a household word in the Regiment. To this day one of the first articles of faith a recruit learns is his reverence for the name of Ligonier—to this day no Regimental sports are held but at least one event is called after him. Chargers innumerable have borne his name. The very children have been christened after him; . . . his crest and motto are borne by every member of the Regiment; his old standard now hangs within the barrack walls."

In "Colborn's Magazine" there appeared nearly a hundred years ago a hitherto unpublished manuscript by one who, having served as a volunteer in a regiment of Foot at Dettingen, had for his gallantry in that action been promoted to a cornetcy in the 8th Horse; and this writer tells us something of the care which Ligonier gave to all under his command; how he maintained an additional surgeon for the Regiment at his own expense; while so abiding was his influence for good that from the day that the Regiment embarked for the Dettingen campaign in the summer of 1742, until it returned home in March, 1747, "there never was an instance of a man having deserted; there never was a man or horse taken by the enemy, nor a man tried by a general court-martial; there were but six men

died of a natural death (I had this from the Surgeon's diary) ; and there were thirty-seven private men promoted to commissions."

The command of this Regiment Ligonier retained until 24th July, 1749.

Ligonier became a brigadier-general 14th November, 1735, major-general 2nd July, 1739, master of the Irish Buckhounds and governor of Kinsale in the same year ; and among the papers preserved in the British Museum is a plan for the defence of Cork drawn up in his own hand.

When early in 1742 a British force was sent to the Low Countries under Field-Marshal Lord Stair, to act in conjunction with the Dutch and Austrians in support of the claims of Maria Teresa, Ligonier accompanied the British army in command of the 2nd Division and was present at the Battle of Dettingen fought in June of that year, for his distinguished services at which he was among those whom the King honoured by making them knight-baronets on the field ; while in the following year he was promoted lieut.-general. Continuing to serve on the continent, General Ligonier was employed early in 1745 in concerting measures for the conduct of the coming Fontenoy campaign with the Dutch and Austrian leaders, and it is interesting to find him always insisting in his letters to ministers on the all-importance of the offensive ; in one of these he wrote : " I hope it will be an offensive war. A defensive one will tire you out in England, and never bring a safe and honourable peace." And again : " Put us in a condition of acting effectively and the disadvantage falls on the enemy. We begin the war where the Duke of Marlborough left it off, and may perhaps end it in one campaign with honour and safety to Britain and all Europe by an honourable peace ; whereas a defensive, lingering war must produce the contrary effects."

When the campaign opened, the Duke of Cumberland, though no more than twenty-four years of age, was appointed Commander-in-Chief of the British forces ; but in his " History of England," Lord Stanhope tells us that at the head of the

army was "William of Cumberland, conspicuous for his courage, and whose want of experience was supplied by an excellent officer, his military tutor, General Ligonier"; while Horace Walpole, in a letter dated 4th March, 1745, says "The Duke is named generalissimo with Count Koningseg, Lord Dunmore and Ligonier under him. Poor boy! he is most Brunswickly happy with his drums and trumpets!"

In the battle, which was so nearly a victory for the Allies, Ligonier, as described by one who was there, "fought like a grenadier and commanded like a general"; he was one of the last to leave the field; and yet, with a rare generosity, when complimented next day by several officers upon his conduct of the retreat, he answered that "if it was praiseworthy no part of it belonged to him, for it was contrived as well as executed by Lord Crawford." Cumberland, however, was under no illusions as to the value of Ligonier's services, for in his official account of the battle he wrote that, "the honour gained by the infantry is in great measure owing to the conduct and bearing of Lieut.-General Ligonier."

On the outbreak of the Jacobite Rebellion in Scotland, many regiments and several senior officers, Ligonier among them, were recalled to England, and Walpole, writing on 15th November, 1745, says: "Now Ligonier, with seven old regiments and six of the new is ordered to Lancashire . . . It is uncertain if the rebels will march to the north of Wales, to Bristol, or towards London. If to the latter, Ligonier must fight them." He remained, however, inactive in England when Cumberland moved to the north; and on the suppression of the Rebellion, he was sent back to Flanders, having been appointed, under date of 22nd June, 1746, "General and Commander-in-Chief of all the British forces in the Austrian Netherlands," with orders to "have the reviewing of 18,000 Hanoverian troops and 50,000 Austrians which are supplied by the Empress Queen of Hungary for the subsidy of £400,000."

On 11th October was fought the battle of Roucoux, as to which Ligonier wrote next day to Lord Sandwich at Breda:

"M. Saxe attacked our army yesterday on the left wing, where the Dutch . . . were at last obliged to give way to numbers. Three villages occupied by eight battalions, English, Dutch and Hessians, having been attacked by fifty-four French battalions, who were twice repulsed, were also constrained to give way in their turn. But the English horse repulsed the enemy continually. . . . The army retired in very fine order."

On 30th December, 1746, Sir John Ligonier was made, in a special gazette, General of Horse, and in this capacity he was present at the battle of Lauffeld, fought on 2nd July, 1747, when the British infantry, outnumbered and unsupported, were forced to retreat, and "Ligonier, determined to save them at any cost, caught up the Greys, Inniskillings and Cumberland's Dragoons, and led them straight against the masses of the French cavalry. The gallant brigade charged home, crashed headlong through the horse, and fell upon the infantry beyond, but being galled by their fire and attacked in all quarters by other French squadrons, was broken past all rallying and very severely punished." Of this very gallant and timely charge, Walpole states that it was "an action of most desperate gallantry, which had prevented the total destruction of our troops and almost made Marshal Saxe doubt of his victory."

Ligonier himself was taken prisoner, with two of his aides-de-camp, and was brought before Louis XV, who had witnessed the action, and was presented to that monarch by Marshal Saxe, who generously said: "Sire, I present to your Majesty a man who by one glorious action has disconcerted all my projects."

Ligonier was now made the medium of communication with the British government, in a letter dated 5th August, from Marshal Saxe to "Mons. Le Chevalier Ligonier," wherein the former suggests that he, Cumberland and Ligonier might open negotiations for peace; the result of these negotiations was the Treaty of Aix-la-Chapelle signed in the following year.

Ligonier saw no more active service in the field. He was now appointed Lieut.-General of the Ordnance; he was, on

his return home, elected member for Bath ; in 1749, he was transferred to the coloneley of the 2nd Dragoon Guards ; in 1750 he was made governor of Guernsey, and in 1752 of Plymouth, despite the fact that Cumberland had first asked for this for General Hawley, when the King replied : " it can't be done for Hawley. I have given it away " ; finally on 27th January, 1751, General Sir John Ligonier was appointed Colonel of the Blues.

Of the appointment of Lieut.-General of the Ordnance, Ligonier was deprived in 1756 through a political intrigue, which is described as follows by Walpole in his " History of the Reign of George II " : " The ductile Duke of Marlborough . . . took the Ordnance with little ceremony from General Ligonier, a violence, deservedly esteemed hard—and not judicious, for the representative of the great Marlborough to dispossess almost the only man in England who approached the services of that hero, and who had the additional merit, though a Frenchman, of having saved the country which had so humbled his own. The old man felt it sensibly—but as the King always consulted him on military affairs preferably to his son the Duke, of whom he could not stifle a little jealousy—the Duke, still less disposed to check a jealousy of preference, eagerly countenanced the removal of Ligonier."

Ligonier soon, however, came into his own again ; for the convention of Closterseven, carried through by Cumberland and at once disavowed by the King and his Ministers, brought about the fall of Cumberland, who was succeeded by Ligonier as Commander-in-Chief in October, 1757. Other honours followed fast ; on 30th November he was appointed colonel of the 1st Guards, on 21st December he was raised to an Irish viscounty as Viscount Ligonier of Inniskillen, and eighteen months later he became Master-General of the Ordnance, a post he held until 1762. Then in May of that year his title was altered to Viscount Ligonier of Clonmel ; in April, 1763, he was created Baron Ligonier in the peerage of Great Britain ; and in September, 1766, he became an English earl, under the title

of Earl Ligonier of Ripley in the County of Surrey, having already been promoted Field-Marshal in the British Army.

Field-Marshal Earl Ligonier was Commander-in-Chief in Great Britain during the greater part of the Seven Years' War, when British soldiers were fighting in three continents; and his very voluminous correspondence with Lord Granby affords proof of the pains he was at to meet the demands of subordinate commanders in the field, and how ready he was, in their interests, practically to denude England of troops despite the constant menace of invasion by France.

In an age when nepotism was rampant the Field-Marshal was very jealous of the privileges and rights of officers; he was ever ready to recognize merit, and advance good men who had shown that they deserved advancement by gallant service in the field; but over and over again we find among his correspondence letters from men in high station asking for commissions for, or pressing for the promotion of, their friends and relatives; to such as these Lord Ligonier had but the one reply—to point out—"the consequent injustice to a thousand brave officers who by their wounds and long service deserve to be advanced."

Again, in the days in which he lived military punishments were savage to a degree, but Ligonier was always ready to take the merciful view in regard to the punishment of crime in the Army. Thus, in August, 1759, there was a very serious mutiny at Plymouth in a regiment of Devonshire Militia, the men of which had seized their arms and attacked a guard by which one of their number had been made prisoner. King George was all for the severest measures, and insisted that the Court-Martial convened for the trial of the ringleaders should sentence them to death. Ligonier, however, took the lenient view; the men, he pointed out, were not disciplined regulars, and he expressed the opinion, with all deference to His Majesty, that "drumming-out" would meet the case; he seems to have carried his point.

Lord Ligonier died on the 28th April, 1770, in his ninetieth year, having served under four British sovereigns, and having

during his stormy life taken part in twenty-three general actions and nineteen sieges. Walpole, in his time, had abused Ligonier, as he had abused or found fault with many others of the prominent men of his day ; but of the Field-Marshal, he has written : “ the greatest man in this country to military eyes is my Lord Ligonier ” ; and again has he said of him : “ polished from foppery by age and by living in a more thinking country, he was universally beloved and respected.”

There are at least two other portraits of Lord Ligonier, besides that by Sir Joshua Reynolds here reproduced ; one of these is the property of Messrs. Cox & Co., the Army Agents, and hangs in one of their Board Rooms in Pall Mall ; the other is in the hospital for poor French Protestants, in the Victoria Park Road, Hackney, an institution founded in 1718, and of which Lord Ligonier was governor from 1748 until his death. There is a monument to him in Westminster Abbey ; but the writer of the memoir in the “ Dictionary of National Biography ” has made a mistake—one repeated in “ The History of the 7th Dragoon Guards ”—in stating that he is buried in the Abbey. The old Field-Marshal was buried at Cobham in Surrey, where the Parish Register gives the date of his interment as 6th May, 1770.



WHERE CAVALRY STANDS TO-DAY

By MAJOR H. V. S. CHARRINGTON, 12th Royal Lancers.

“The place which cavalry will have in the armies of the future is still uncertain. It may, therefore, be of interest to review briefly the history of cavalry and the manner of its employment from the earliest days.”

Part I.—HISTORY OF CAVALRY PRIOR TO THE GREAT WAR.

IN making any study of the history of Cavalry it is necessary to examine the whole system of tactical organization in use at any particular period, for only then is it possible to see why the cavalry arm was employed, how and when it was used, and why at certain periods it was the predominant arm on the battlefield, while at others it was of almost negligible value. In the earliest days the horse was only used in draught, mainly for war chariots, but as the breed of horses improved, fighting men were gradually mounted upon them. In these primitive days, military forces were not organized with any definite tactical idea, but were composed of such troops as a country naturally produced. From a mountainous country such as Greece, came the Spartan infantry, while from the plains of Syria and Mesopotamia with their vast supply of horses, came the Scythian mounted bowmen. To take the field with any hope of success, a force must have both the power of delivering a decisive blow and the power of warding off one. To deliver a decisive blow it is necessary first to find and fix an enemy ; secondly, to disorganize and demoralize him ; and finally, to annihilate him. These are distinct operations represented in the modern battle by reconnaissance, manœuvre and fire to find and fix ; assault by surprise when possible, and usually preceded by more fire to disorganize and demoralize ; and finally, pursuit to annihilate.

For all these operations mobile arms are essential. To ward off a decisive blow it is not sufficient merely to dodge or run away, which is all the mobile arms can usually do, there must be something stable on which they can pivot or retire for protection. Every force must, therefore, have both Mobility and Stability, and throughout the ages the main problem of tactical organization has been the correct balancing of these two requirements. The Scythian horsemen were mobile, but were not equipped to carry out an assault, nor stable enough to withstand one ; they could only gallop away. The Spartan infantry were stable but had not the necessary mobility to deal a decisive blow. As the Greek nation developed, it took the lead in the art of war as in every other art and was the first nation to possess well-trained infantry and cavalry, the latter having such commanders as Xenophon, whose instructions on Cavalry Training still remain a model. A century after Xenophon, Philip of Macedon created an army trained and modelled on Greek lines, but for the first time organized with a definite tactical idea. With this army his brilliant son, Alexander the Great, vanquished every enemy he encountered. His army got its stability from a solid phalanx of infantry based on which his mobile troops, heavy and light cavalry, delivered the decisive blow. The light cavalry found and fixed the enemy, the heavy cavalry disorganized and demoralized them by assault, and a fresh body of light cavalry then annihilated them by pursuit. Colonel Fuller has written most interesting descriptions of four of Alexander's greatest battles in the CAVALRY JOURNAL for 1925, and these articles should most certainly not be overlooked by any student of military history. Alexander is possibly the greatest military commander the world has ever seen, and is certainly one of its finest cavalry leaders. During his days the cavalry arm based on a solid mass of infantry was the predominant arm on the battlefield. It was not only the arm of reconnaissance and of pursuit, but also of assault, for the charge of the heavy cavalry was capable of breaking down the resistance of the

infantry of the day without the assistance either of surprise or of the fire of other arms.

A century after Alexander, Hannibal successfully employed similar tactics against the Romans, but owing to the improved training and discipline of their infantry, usually delivered his cavalry assaults against their flanks and rear. At the battles of Trebbia, B.C. 216, and of Cannae, two years later, Hannibal overwhelmed the Roman wings with charges by his heavy cavalry and destroyed the remnants with his light Numidian horsemen. The Roman general, Scipio Africanus, who had fought in both these battles, grasped their lessons, and reorganized the Roman army. Its discipline had always been good, but it had not been organized and trained with any definite tactical idea, and at Cannae the few cavalry the Romans possessed were intermingled with their infantry. Within fourteen years Scipio had reorganized the Roman Army into a force, with which he crushingly defeated Hannibal at the battle of Zama, employing similar tactics to his opponent, but possessing an army of superior training and discipline. During the next two centuries the power of cavalry as an arm of assault began to diminish owing to the steady improvement in the training, equipment and organization of infantry, and at the battle of Pharsalia, B.C. 55, the legions of Julius Cæsar successfully withstood the flank attacks of Pompey's cavalry. Against Julius Cæsar's infantry, splendidly disciplined and trained to form square quickly to meet attack from any direction, a cavalry assault became impossible except by surprise, and Julius Cæsar himself only employed his cavalry as an arm of reconnaissance and of pursuit. The lessons of Julius Cæsar were soon forgotten, and with the decline of the Roman Empire came a corresponding decline in the art of war, which lasted right through the Middle Ages. The standard of infantry training grew very low, and the cavalry arm once more became predominant. At the great battle of Chalons, A.D. 481, where the Romans defeated Attila and his Huns, the opposing forces consisted almost entirely of cavalry, and

after Charlemagne's reign, the growth of the feudal system and the independence of the barons, who completely neglected military study, reduced the military forces of Western and Central Europe to bands of mounted armoured knights accompanied by a proportion of followers and retainers on foot. Cavalry became not only the predominant arm, but the only arm, and its very supremacy was to bring about its downfall. Without knowing what they were trying to do, the knights attempted to combine mobility and stability in one arm with disastrous results. The weight of armour both on the man and on the horse was increased until the knight became neither mobile nor stable, for his horse could with difficulty trot, and he himself could hardly use his arms when mounted, and not at all if unhorsed. Directly well-trained and equipped infantry again appeared on the battlefield, he found himself quite unable to compete with them, as the decisive victories of the English pikemen and archers over the French knights clearly demonstrated at Crecy (1346) and Poitiers ten years later. The invention of gun-powder about this period and the subsequent introduction of portable firearms appeared to be going to diminish still further the value of the armoured knight on the battlefield, and from being the predominant arm, cavalry now seemed one of very small worth. Machiavelli, a civilian, wrote in 1515: "It is right, however, to have some cavalry to support and assist infantry but not to look upon them as the main force of an army, and though they are highly necessary to reconnoitre, to scour roads, to make incursions and lay waste an enemy's country, to beat up their quarters, to keep them in continual alarm and to cut off their convoys, yet in field battles, which commonly decide the fate of nations and for which armies are chiefly designed, they are better to pursue an enemy that is routed and flying than anything else." This clever resumé of methods of employing cavalry was not to be justified till the introduction of the breech-loading rifle, over three centuries later, definitely eliminated any possibility of employing cavalry as an arm of assault against well-trained

infantry, unless they were already demoralized by surprise or by the fire of other arms. Cavalry in Western and Central Europe had deteriorated throughout the Middle Ages until the arm eventually became of almost negligible value owing to its having lost its main asset, mobility, but during this very period the Mongol forces, composed entirely of mobile horsemen, had, under the skilful leadership of Genghis Khan and his sons, overrun the greater part of Asia and Eastern Europe and held undisputed sway from the Pacific to the Danube. Their mobility enabled them to deal a decisive blow against every enemy they encountered, and they never met a force sufficiently well organized to require the stability of a body of infantry to ward off a counter stroke. Little more than a century after Machiavelli's dictum, Gustavus Adolphus, in the Thirty Years' War, and Cromwell's New Model Army, a few years later, showed Western Europe that a really mobile and well-trained cavalry, based on a stable mass of infantry, was still capable of delivering a successful assault as well as of reconnoitring and pursuing. Gustavus Adolphus, a keen military student, intelligently applied the lessons of the ancient masters, Alexander and Hannibal, to the needs of the day. He restored mobility to cavalry by lightening its equipment and training it to drill and manœuvre at speed. He gave his cavalry pistols, which they fired to break up the infantry formations and they then charged home with the sword and lance. His only armour was light cuirasses for the heavy cavalry; the light cavalry had none. Owing to the short range, inaccuracy and slow rate of loading of the infantry fire-arms of the day, his cavalry could successfully make frontal assaults against unshaken infantry, as they did at Lutzen.

Cavalry was once more the predominant arm, but the frontal assault was nevertheless a risky manœuvre, and both Gustavus Adolphus and his famous opponent, Pappenheim, usually delivered their assault as a surprise against the enemy's flanks or rear and only frontally when he was already shaken by the fire of other arms. For more than another century the

cavalry arm remained predominant, but its tactics and training again began to deteriorate and the success of Marlborough's frontal assault with his heavy cavalry against the unshaken French centre at Blenheim (1704), and again at Malplaquet (1708) when his heavy cavalry successfully charged a line of entrenchments, must be attributed not to skilful tactics, but to the gallantry of his cavalry and the faulty tactics and inefficiency of the fire-arms of his opponents. The necessity for speed and power of manœuvre had again been lost sight of, and when Frederick the Great ascended the throne of Prussia in 1740, the cavalry of all European armies consisted of unwieldy masses of horsemen, who could only charge at a slow trot, had no power of manœuvre, and neglecting the *arme blanche*, fought only with pistol or carbine. Cavalry had once more lost its mobility, was useless as an arm of reconnaissance or of pursuit and was no longer capable of successfully assaulting properly trained infantry. Charles XII and Marshal Saxe did their best to remedy matters, but it is to Frederick the Great, one of the greatest of cavalry leaders, that the restoration of the arm to a predominant place on the battlefield at this period is due. He prohibited fire-arms (for cavalry), lightened their equipment and taught them to drill and manœuvre at speed so as to charge home with the *arme blanche*. He employed his cavalry firstly to destroy the opposing cavalry and then to destroy their infantry either by surprise attacks from flanks or rear, or by frontal attacks after they had been shaken by artillery and infantry fire. He was the first to introduce horse artillery, which he gave his cavalry not as a means of shaking their opponents before the assault, but as a means of protection against artillery and infantry fire while manœuvring for the charge. Out of twenty-two great battles, he won fifteen of them by the skilful employment of his cavalry, the battles of Leuthen (1757), Zorndorf (1758) and Rossbach (1757), being particularly brilliant examples, and the only point, but a very important one, which he overlooked was the value of cavalry as an arm of

reconnaissance, in which respect his chief opponents, the Austrian cavalry, were decidedly superior to him. Cavalry, properly equipped and trained, and with its mobility restored, was once more the predominant arm, though it now usually required both protection by fire and the assistance of fire or surprise to enable it to assault good infantry frontally with success. Napoleon followed Frederick the Great's methods, with the addition of making the fullest use of his light cavalry to reconnoitre and to screen his own movements. He still employed his heavy cavalry in masses to decide the day, but owing to the improvement in the infantry fire-arms at this period, rarely attempted to assault with them before he had well shaken his opponents' infantry by artillery and infantry fire. The charges of Murat's heavy cavalry at Jena (1806), Eylau (1807) (seventy squadrons) and Dresden (1813), against infantry already shaken by fire, and at Leipzig (1813), when there was no previous preparation, brought all these battles to a successful issue, but at Waterloo (1815), despite a certain amount of previous artillery preparation, they failed to break the British Infantry Squares, and the power of employing cavalry as an assault arm against really good and unshaken infantry, except when surprise was obtainable, was proved to have disappeared, just as it had in the days of Julius Cæsar. The introduction of the breech-loading rifle about fifty years later was to confirm this and also to make surprise itself, except for quite small bodies of cavalry more difficult, as the infantryman now had a weapon of longer range and flatter trajectory and could get off several shots in the same time as he could get off one with the old musket. The improvement in fire-arms in the nineteenth century was destined to eliminate definitely the possibility of employing cavalry as an arm of assault against anything but surprised, demoralized or untrained troops, but this was not fully realized in the 1870 campaign, though the lessons of the American Civil War and of 1866, four years previously, should have saved both French and German cavalry from being launched to destruction against

the breech-loading rifles of their opponents as they were at Woerth, Sedan and Gravelotte. In this campaign the German reconnaissance was excellent, while that of the French was very poor. By the end of it, the power of the breech-loader and the limitations of cavalry as an arm of assault were partially realized, and the most important duties of cavalry for the future were considered to be as an arm of reconnaissance and of pursuit. The opportunities still open to fast moving, hard hitting formations, when well directed, as demonstrated in the American Civil War, had not been fully grasped; the study of this campaign being considered of little value owing to the lack of previous military training of the forces engaged.

The period between 1870 and the Great War saw an enormous increase in all European armies, and both the two leading military nations on the Continent, France and Germany, included a very large proportion of cavalry in their organization. The German views as expressed by Bernhardt, their leading authority on cavalry, were that reconnaissance was the first duty of cavalry, and that its role at the commencement of the next war would be the gaining of the essential intelligence on which the commander could base his plan. For this purpose large formations of cavalry reinforced by artillery, machine-guns and cyclists or light infantry would be required, with which to drive the opposing cavalry off the field and find out what lay behind it. The question of employing cavalry as a screen to hide the movements of their own troops, as Napoleon had done, was not considered important, and the first objective of the German cavalry was to be the enemy's mounted troops, to defeat whom, Bernhardt said it would often be necessary to draw the whole of the cavalry off to a flank and leave their own front uncovered. They did not fall into the error of thinking that the same body of cavalry could be employed to provide both intelligence and security, an error, which has been more responsible for commanders getting poor results from their cavalry than possibly any other

mistake, and yet one which is frequently committed. Even Henderson, writing in the *Science of War* about this period, stated: "Both Intelligence and Security are required and a bold offensive to sweep the enemy mounted troops off the battlefield seems the best means of securing the dual object." Yet it is quite impossible to order the same body of cavalry to seek out and destroy the opposing cavalry and expect them at the same time to screen the front properly, for troops detailed for the former task must have an absolute free hand as to movement, while for the second they must be governed by the movements of the force they are covering. The Germans put intelligence first, and to gain the day in the inter-cavalry fighting they felt certain the acquisition of this intelligence must entail, they trained almost entirely in reconnaissance duties, and for shock action, neglecting dismounted action and musketry. The French and most other European nations except Great Britain, accepted Bernhardi's theories, and visualized the next Great War as beginning with a series of inter-cavalry combats in which shock action would be predominant. They therefore organized and equipped their cavalry mainly with a view to gaining supremacy in this expected cavalry struggle. What all these nations had overlooked was the lesson, which the American Civil War should have taught them, of the value of the cavalry arm as a means of mobile fire-power and the value of dismounted action by cavalry. They had also overlooked both the possibility of an enemy declining the mounted combat, using his horse mainly as a means of transport and meeting the threatened cavalry assault by rifle, machine gun and artillery fire, or the possibility of the opposing cavalry never meeting owing to the vast frontages the great armies of their time would be operating over, so that the first opponents the cavalry encountered would be the advanced guards of the infantry formations against whom dismounted action would be necessary either to drive them back or to hold on to ground gained. In 1910, in his last publication before the Great War, Bernhardi did lay stress on the possibilities open to large cavalry formations, reinforced

by other arms, fast moving, hard hitting and capable of independent action both in offence and defence, and instanced in the American Civil War, the value of the Cavalry Corps of three divisions, which put a stranglehold upon Lee, as compared to the cavalry of the Army of the Potomac, which broken up and distributed among the infantry, played very little effective part. On the whole, however, prior to the Great War, the employment of cavalry as a means of mobile fire-power was overlooked by all the Continental nations, musketry was neglected, dismounted action practised very little, and as already stated, training was almost entirely devoted to reconnaissance duties and shock action against opposing cavalry. In Great Britain, Bernhardt's writings had a very great influence; Sir John French, as Inspector-General of Cavalry, wrote a preface to one of his books, and urged every cavalry officer to study them, but Bernhardt's theories were by no means accepted in their entirety. The necessity for defeating the hostile cavalry was obvious, and to effect this, shock action was advocated and trained in, but such shock action was to defeat the enemy's mounted troops, after which, as Sir John French stated, "a brilliant role lies open to them by reason of their possession of an efficient fire-arm in the use of which the British cavalryman has received a thorough training." When, as a result of the experiences of the South African War, Erskine Childers wrote several works to prove that the *arme blanche* was dead and a mounted rifleman was all that was necessary, and bitterly represented British cavalry as training for shock action against any sort of opposition, he was entirely misinformed and his criticisms were misleading and unjust. For the ten years preceding the Great War, although its doctrine was not well expressed in the various manuals and writings of the day, British cavalry thought was quite clear and its training and tactics were to prove themselves admirably sound when the day came.

The South African War had taught us the value of mobile fire power as possessed by Mounted Infantry, but the Russo-Japanese War had confirmed our views that M.I. alone were not

sufficient, and that a highly-trained force of cavalry which could manœuvre at speed and fight either mounted or dismounted was still essential. The *arme blanche* was rightly recognized as essential for the cavalryman, who was to be imbued with the spirit to go for his enemy mounted whenever possible. It was considered that opportunities would still frequently occur for its employment, by individuals, patrols or small bodies against a civilized enemy when surprised and for employing it with larger formations against him when demoralized and that against ill-trained or ill-equipped adversaries its employment would be invaluable. Our cavalry were therefore trained to fight equally well either mounted or dismounted, and to employ either method or a combination of both according to circumstances. They were also trained to be good horsemen and horsemasters in which respects the South African War had shown us there was considerable room for improvement. The training in musketry was particularly good, the standard attained by our cavalry in 1914 being even higher than that of the infantry, and machine gun training, although defective in the light of present day knowledge, was considerably in advance of any Continental standard. Like the remainder of the British Army and in contrast to Continental Armies, our cavalry carried out a lot of training in protective duties, particularly in flank and rear-guards, with the result that when war came, the whole army was far more efficiently trained than that of any other nation, and perhaps the point that struck one most as a cavalry subaltern in the early days of the Great War, was that the duties one had to perform and the nature of the fighting was so very much like what one had been taught to expect and had been training for. With regard to the question of Intelligence or Security, the Germans had, as we have seen, put Intelligence first. They only had Army Cavalry, large formations of cavalry which were to act in an independent role and divisional cavalry, one regiment per infantry division, for close co-operation, liaison and local reconnaissance. We held the view that security would be just as important as intelligence and that

it would often be better to employ the bulk of the available cavalry as a screen to conceal one's movements from the enemy, to afford protection and to provide local reconnaissance, than to employ it independently to acquire information which might arrive too late for the commander of the main body to profit by it. We, therefore, divided our cavalry into three bodies, independent, protective and divisional, but made no permanent allotment except that of one squadron to each division as divisional cavalry, intending to allot the remainder as independent or protective according to circumstances, and if there were not sufficient cavalry available for both roles, to employ the bulk protectively and only send forward quite small independent detachments such as squadrons for long distance reconnaissances. Like ourselves, the French had independent, protective and divisional cavalry, but their amount of protective cavalry was very small, and the bulk of their cavalry were to be employed independently, and like the Germans were trained and organized first and foremost for the expected inter-cavalry battle.

To epitomize briefly the views of the leading military nations immediately prior to the Great War on the employment of cavalry. All of them had realized that the primary use of cavalry was as an arm of reconnaissance, but none of them had foreseen to what an extent aircraft were to assist them, particularly in long distance work. After reconnaissance, everyone recognized that the next most important duty of cavalry was as the arm of pursuit. Where military thought was still confused when the war broke out was on the possibilities of still employing cavalry as an arm of assault. Many of the older school, particularly in France and Germany, still clung to the hope of cavalry charges being of frequent occurrence even against infantry, and few realized the amount of disorganization and demoralization that would have to be created in their ranks before a mounted assault against a dismounted enemy could have any chance of success unless surprise was possible. Nor did they realize how difficult such surprise would be to attain, for even if cavalry could approach

unseen to within 400 yards of their enemy, he could now get off fifteen aimed shots with a flat trajectory in place of the single high trajectory shot with the old musket while the cavalry were crossing the intervening space. Furthermore, the progress of civilization and the growth of prosperity in Western Europe had rendered the terrain increasingly difficult for cavalry mounted action, particularly by large bodies; railways, canals, roads, buildings, wire fences, etc., having sprung up everywhere, so that the prospect still dreamed of by many, of battles being decided by large masses of cavalry being launched at a disorganized enemy, had become increasingly remote. Except the British, no nation had recognized that the mobile fire power now given to cavalry by the possession of a breech-loading rifle had made it a most efficient arm of protection.

Lastly, although in our Army the new characteristic of cavalry, as a means of mobile fire power and the possibility of employing it dismounted either to capture or to hold a position, had been better realized than in the army of any other nation, yet even we had not realized the amount of extra power in the nature of artillery, machine guns and infantry on cycles or in lorries, which had to be given to any formation of cavalry if it was to act independently and strike a decisive blow. Although we had more machine guns with our cavalry regiments and more horse artillery with our cavalry brigades than other nations, we had nothing additional whatever with our cavalry division, the largest formation we had organized; whereas the French had 300 cyclists with each of their cavalry divisions, and the Germans, who had only added them to increase their prospects of success in the expected inter-cavalry struggle, had six extra machine guns with each cavalry division and two or three battalions of light infantry (Jaegers) and a flight of aeroplanes with each of their cavalry corps, and even this was not to prove enough. Not a single nation had given its cavalry armoured cars.

(To be continued.)

RECOLLECTIONS OF A PRUSSIAN HUSSAR

By **LIEUTENANT-COLONEL B. GRANVILLE BAKER,**
D.S.O., F.R.G.S., F.R.Hist.S.



PRUSSIAN HUSSARS. WATERLOO PERIOD

MANY people have asked me how I, as an Englishman, got into the German Army. As the question was generally prompted by idle curiosity, the fitting repartee seemed to be another question: "How does anyone get anywhere?"—the answer being, by taking the necessary steps to get there. It would have been more appropriate to ask "why," rather than how, and my reason was that I was all for fighting anybody any time, and biassed and perfunctory study of foreign affairs led me to suppose that Germany might go to war with France, or perhaps Russia, or both, within a measurable period of time. Not that I had any particular animosity towards the people of either country, indeed, I had learnt to like the French and knew nothing whatever about the Russians, it was simply war that I wanted. Since that time I have had several, and find that civilized man is best without them.

There were already about a dozen Englishmen in the German Army at the time I applied for a commission in it, and they had been drawn by much the same motives as myself, presumably. Underlying personal motives there was, moreover, a strong tendency in England to over-estimate all things German and to adopt them with fervour. This tendency was encouraged by a certain section of Germans who came to exert more and more influence on British affairs. Even our conservative War Office was affected by Germany's victories over France in 1870-71, and after due deliberation and by way of a step towards efficiency, changed the British soldier's hat from the elegant shako to an imitation of the Prussian Pickelhaube; the British Army's new headgear, vulgarly nicknamed the "Blue Gooseberry" was just as uncomfortable as the Prussian original; I have worn both.

When you want a thing it is best to apply straight to the man who has it in his gift, therefore having been coached in the correct (and ponderous) phraseology required in such correspondence, I wrote direct to the German Emperor asking him for a commission in his cavalry. After a little delay devoted to enquiries on the part of the German War Cabinet, enquiries which also concerned themselves with my exiguous private means, it was decided that I was suited to the 9th Regiment of Prussian Hussars. By way of happy augury, an Englishman, formerly Duke of Edinburgh, had become Colonel-in-Chief of this regiment on inheriting the Duchy of Saxe-Coburg Gotha. H.R.H. was not as enthusiastic a hussar as I was, indeed he rather disliked horses. On the only occasion on which he visited the regiment we had to parade and march past on foot, in the snow, too, and a hussar encumbered by sabre and sabre-tache, performing the Prussian parade step is like unto a swan on a turnpike road for elegance; we felt this keenly at the time.

The 2nd Rhenish Hussar Regiment, No. 9, as it was officially called, had been stationed at Trier, where I joined them, practically ever since they returned from the Waterloo campaign. The regiment had been raised specially for that

occasion, took part at Ligny and Wavre, and finally assisted in "mopping up" after the British Army had defeated Napoleon. This, by the way, is not the German's version of that stirring affair. In its composition the 9th Hussars of 1815 showed much variety, there was a squadron of green and yellow Hussars, nicknamed "spinach and egg"; there was a squadron of Pommeranian Hussars known as the "Flesh-hackers," in brown and yellow, and finally, a squadron of Lützow's "Free Corps" Hussars, all black. Only the officers and very few of the men went out to the regiment's first campaign, in its well-known uniform of cornflower-blue and yellow lace.

Talking of uniforms, the Kings of Prussia have always had a regard for the officer's purse, not that they overpaid him, but they prevented others from overcharging him, and sumptuary regulations laid down in detail what tailors should be allowed to charge for uniform. So it was that a sky blue, gold-laced hussar jacket cost me rather less than a British infantry officer's tunic, and it was just as well tailored. As a further economic consideration, moreover, regiments with gold lace wore silver lace on the undress tunic, and as the wearing of mufti, at least in your own garrison, was forbidden, this concession meant a considerable saving. On the subject of mufti, my first Prussian C.O. had very strict views, happily he had some sense of humour and also appreciated a ready wit in others. One day a subaltern of the regiment was hurrying to an appointment which he considered made the wearing of mufti desirable. Turning a sharp corner he ran straight into the Colonel—instant recognition.

"Ah!" said the subaltern, "are you not the Colonel of the 9th Hussars?"

"I am," from some six feet of rising indignation.

"There's a young brother of mine in your regiment. Please give him my love and tell him I am only passing through; no time to stop. Ta, ta!"

The next morning this ingenious youth was called to the orderly room, this meant appearing in busby, sabre-tache and all the rest, for a dressing down.

“Lieutenant —,” said the Colonel, “the next time I meet your young brother in my town, you will get three days arrest.”

When the Colonel said “my town” he meant it as C.O. of the Trier Hussars, for the regiment was so blended with the ancient city of “Augusta Treverorum” that one claimed the other as personal property. The sons of wine-growers and other big people in the district had served in the regiment from “one year volunteers” up to officers of the reserve, and this had gone on for generations. The same feeling prevailed amongst those who could not aspire to the higher standard of educational qualification, and had to serve their three years on end with the colours; there was quite a good leaven of these among the conscripts from the industrial centres of the Rhineland, and this was considered evidence of a happy regiment, even as it is in the Indian Army.

It was in the spring that I joined up, just at the end of the long period of winter training, the most anxious and exacting of all, for this is the time in which is laid the foundation of the year’s work, recruits and remounts are broken in, men of one and two years’ service go through an expanded version of recruit training, and the squadron’s horses are put through all the riding school business again. I must be forgiven for speaking of training in the present tense, of recollections more than twenty years old, but the periods and system of training are not very different to-day from what they were in my time.

As a country that draws largely on the rural population for its best recruits, Germany so arranged their entry into and departure out of active military service, as best to suit the needs of agriculture. As recruits, in those days at least, had to come in whether they liked it or not, it was easiest to get them all together, at the end of the harvest. Therefore, somewhere about the early days of October, your “noncoms.” would be seen shepherding, none too gently, a band of callow youths carrying their small belongings, into the barrack gates. Formed up in an irregular body, the recruits were given their

choice of squadrons. It was surprising to find how many had heard of one squadron being more "cushy" than another, but as only one-fifth of the new levy could be accommodated as to individual choice, the O.C.s of the other four squadrons were at liberty to pick and choose among the new arrivals. According to the average squadron-sergeant-major, the new bunch of recruits was always worse than any previous one, but this was part of the old soldier's creed that "the Service is going to the dogs"—it always is, if you live long enough to become a pessimist. As a matter of fact there was more in the choice of recruits than was obvious to the uninitiated, for police reports always accompanied the attestation papers, and some of them made uncomfortable reading. Light cavalry, hussars and dragoons, were largely recruited from the industrial districts of the Army Corps area, and a time of depression in one trade or another might bring a crop of socialists, and men of that creed were becoming increasingly difficult to handle. They were quite capable of upsetting an inspection by a show of profound ignorance of all those subjects in which inspectors show an almost indecent curiosity. There were the mysteries of the carbine, you could get that badly bungled, there was the history of the regiment about which you could evince a complete lack of interest. Then again the stubborn socialist recruit might feign indifference as to the name, style and title of the Corps Commander, even when questioned by that august personage himself. This had happened and led to painful consequences, to a certainty of some subaltern's complete uselessness, to a doubt as to a captain's fitness for promotion, even to a hint as to the advisability of a change of air and costume, for the O.C. himself. All this might happen, and the 9th Hussars had been through it when I first met them. Luckily all had gone well, no one had been let down, the few generals we were troubled with, just the cavalry brigadier and the G.O.C. Division, had been amiable and in the spirit of true generalship, had shown how much they had forgotten, and a luncheon at the mess had buried all the minor rancours that spring up under the stress of intensive training.

Whereas the men, especially the recruits, had caused concern at times, even exasperation, to the squadron staff, officers and noncoms., the remounts and the older stagers, too, remained a subject of affectionate solicitude, they formed in fact a link between all ranks, as a good horse always does among right-minded men. I am convinced that it was the horse which soothed a good deal of irritability caused by the imbecility of recruits and the deadly sameness of each winter's work ; there was less of the brutality from superiors to the rank and file for which the German army was getting a bad name, in the mounted branches than among the foot-folk. There were, of course, much the same noises that you would hear anywhere in the world where troops are being trained, there was much comment, most of it personal, uncomplimentary and erring on the side of profanity. The German noncom. had a distinct gift of description when inspired by the sight of a recruit doing everything wrong, and many were unconscious humourists. There was a very stolid East Prussian sergeant in my squadron. After watching for a while a poor little Jew recruit's efforts at finding a resting place between ears and tail of a trotting horse, he spake thus : " You unhappy Jew-boy, what do you think you are doing ? Resting in Abraham's bosom ? "

It must be remembered that the only professional soldiers were the officers and noncoms., the frame work of the German Army, through which flowed the able bodied youth of the country in a steady stream, taking three years to do it in the mounted branches, two years in the infantry.

To return to the horse. The remounts arrived in the summer. They were mostly bred in the Government studs of East Prussia and very good cattle they were, too. Among the remounts there might be one or two Irish horses purchased through dealers. The young 'uns were treated with the greatest kindness by noncoms. and three-year men, and were distributed among the squadrons after the regiment returned from autumn manœuvres. The squadron commander was entirely responsible for the equitation as for every other branch

of training, hence his title "Rittmeister," he was the riding master. His staff consisted of three subalterns, a sergeant-major, vice-sergeant-major, quarter-master sergeant and an appropriate number of other noncoms. All of these, with the exception of the sergeant-major, were expected to break in remounts. If they could not do it, there was no further use for them in the cavalry. There were other exceptions when the regiment afforded itself a first-class band, an orchestra in fact, and was obliged to waive its insistence on horsemanship in the case of the first violin. This artist was posted to my squadron, and when I was a junior graced one of my rides, the worst one; he was not happy on a horse, but no doubt found consolation in his fiddle—and the acting rank of sergeant without which concession we would not have acquired his services. Having become a hussar (he was, I believe, brought up in a Pioneer battalion) he had to ride sometimes, and on such occasions had to perform on a large brass instrument as well.

The senior subaltern who had probably been through the riding school at Hanover, undertook the remounts and the first class ride which consisted of the noncoms. and several good horsemen among the third year men; these latter had by then attained the rank of "Gefreiter" which means relieved from "sentry go," and corresponds with lance-corporal in the British Army. The first class ride were thus also the rough riders of the squadron. The senior subaltern's further duties included the instruction of the same personnel in higher technical matters. The next senior subaltern dealt with the second-year men. He had three rides to train in higher equitation, and his work was supposed to provide possible rough riders for the next winter's work. His instructional work was also intended to train up future noncoms. both active and reserve. All this generally took place in the morning, the afternoon would be devoted to exercise with sword and lance, with foot drill and gymnastics, a recapitulation of the course his men had passed through the year before as recruits. The junior subaltern who like his opposite number in other armies

was firmly convinced that he did all the work of the regiment, had the nursery, the recruits, and he took the same line as his seniors only in a manner more elementary, more suited to the dawning intelligence of his charges. On the whole, the German recruit is a dear, good creature, but not as quick in the uptake, by half, as his fellow sufferer in the British Army. This is probably due to various causes, first that he was not a recruit by choice, and secondly that tradition had so warped his view of military life, that he saw in the simplest things some deep and awful mystery which you approach in fear and trembling, lest you fall into a sea of trouble. As a matter of fact the German soldier's chance of employment in civil life would depend a good deal upon the opinion of him held by his military superior officers.

Anyway, both squadron commanders and recruit officer would be quite content to turn out a batch of young hopefuls each in the semblance of a hussar and, above all, in the firm faith that "no man can be more than Hussar."

This seems quite a full programme for a subaltern, but there were yet other forms of entertainment provided for him. The second-in-command of the regiment was responsible for these. Of outstanding importance was the remount ride of the subalterns under the instruction of the second-in-command, and next to this the "haute ecole" class under the same authority. At the latter subalterns rode their own troop chargers, the remount trained at the former might in time also become the rider's charger. Only subalterns were entitled to a charger from the squadron, and this had a further advantage in that the horse became the property of the officer after he had ridden it for four years. He then became entitled to a new charger and was at liberty to dispose of the old one. In a large garrison where there was much infantry, there was also a good chance of selling your old charger profitably; there is no one quite so sure of his knowledge of horses as the infantry man with a penchant for equestrian exercise.

The second-in-command of the regiment as is the case in most armies, was responsible for the general welfare, physical,

moral, intellectual, of the subalterns. On the physical side there was, as already remarked, plenty of horse exercise, and this was supplemented by a "hunt" in which all commissioned officers took part, generally once a week. Officers of other corps in the garrison were invited to take part, but modestly abstained as a rule. The hunt was nothing more than a paper chase on horseback. You got a rattling run and plenty of "lepping," but there was little opportunity of taking a line of your own.

Swordsmanship, of course, had to be kept up, and yet more seriously, dancing. There was no actual compulsion about the latter form of exercise, but any slackness in it brought reproof. One of "ours" had really been dancing hard all the evening and was standing out for a moment after the band had struck up again, when the colonel summoned him to the middle of the room and ordered him to go on dancing at once, remarking tactfully, "you are not here for fun." This was at a private dance.

The intellectual action and reaction of second-in-command on subalterns and back again, were much the same probably as in any other army that goes in for occasional culture. Both sides were hard put to it to find a suitable subject or to treat it suitably, both would be equally bored with the result of the effort and both thoroughly relieved when it was all over and one could go on with the soldiering. There were lectures, of course, and each subaltern had to write a treatise or essay during the winter period; the great point was to get it over before the carnival season commenced, when there would be no time for intellectual pursuits. My first experience of this side of soldiering proved to me that the unexpected may happen, even in the precisely well-regulated German Army. The second-in-command, a Hanoverian, a clever man and a charming personality by the way, had chosen as subject for my treatise, the British Cavalry Actions in the Crimean War, no doubt in well-meant recognition of my nationality. It appears that I shed a new light on the subject; this was quite possible as I started out unbiassed by any knowledge of the

matter beyond some vaguely remembered data impressed upon me by an army coach, and Tennyson's poetic remarks concerning the "Six Hundred." Perhaps the latter inspired me to soar from the lower plains of tactics into that of strategy, be that as it may, the result was surprising. Instead of finding its resting place in the brigadier's waste paper basket, its natural end after passing second-in-command and commanding officer, it had been dispatched to the G.O.C. Division. This was quite unusual, as the Chief of the Divisional Staff explained to us at Mess, and might lead anywhere. In any case, the Division had forwarded my priceless effort to the Corps Commander, and this might land me in the "Kriegsacademie," the German Staff College, without the trouble of an examination. There was great joy among the subalterns at the prospect of one among them meeting a stroke of luck without any particular merit or exertion (on this they were unanimous, and I agreed with them). However, the Corps Commander's waste paper basket was roomy, and there the matter ended for the time. The Chief of the Divisional Staff, however, was not one to let things drop altogether, and as it was his duty, among many others, to coach young officers who were bent on a staff career, he taught me many things that were useful for me to know.

The second-in-command had, I fancy, little anxiety concerning our moral welfare. The subalterns were a quiet, steady-going band, and only at carnival time did we "go large" at all. That was only showing due respect to the ancient See of Trier, the cathedral of which enshrines the Holy Coat. Carnival did not necessarily close the social side of the winter, at least in the regiment, nor was it allowed to interfere with training, it was simply super-imposed on the latter; during carnival time it was usual to return home just in time to change for duty, which generally began at 6 a.m.

As in cavalry regiments all the world over, the 9th Hussars formed a self-contained, in fact almost self-sufficient little social circle, most of the senior officers were married, but they attended the weekly guest night with enthusiastic

regularity, and were generally the last to leave, but then they were under no hard obligation to reappear at an unholy hour in the morning. The mess was a cheery place despite the rigid etiquette that was upheld. No subaltern remained seated when a captain entered the ante-room, in fact great respect was shown to those of rank above you by all, even if it was only one little star that marked the difference. This I found rather irksome, especially as I wished to obtain some reliable information on the probable state of the next war, the one I had come for. The subalterns were the only ones who welcomed the prospect of war and that chiefly as a change from the deadly monotony of the winter's work, but they could do no more than hold out vague hopes to me. Of the mighty men who commanded the five squadrons of the regiment, there was only one who was really approachable on the subject of the next war and he was pessimistic, saw no chance of war or any other possible means of improving the squadron commander's prospects in life. This was, I gathered, the attitude also of his four confrères; war was to them not something to which you looked forward in the hope of putting what you have learnt to a test, but was rather an abstract idea which when eventually reduced to the concrete, was likely to upset all calculations on the subject of promotion. Now the question of promotion claimed the attention of all the seniors on practically every occasion of their meeting. It had in it something of the cross-word puzzle and a touch of higher things like prophecy, or at least soothsaying or fortune telling. There was a guide to this pursuit, a book which set forth the seniority of every officer in the German cavalry. This, by the way, included neither the Saxon nor the Bavarian armies, they made their own arrangements. Throughout all the rest of the German Army, promotion went in the branch of the service to which you belonged, it was not restricted to the regiment only. Thus, you might have begun life as a hussar in a cheery western garrison, and on promotion to "Rittmeister" be wafted away as Uhlan to a remote spot on the eastern frontier. This book then was a good guide,

but not absolutely reliable, you could not safely say, "here is a vacancy and I shall fill it," this would be reckoning without the power that controlled all the German Army's doings, that had authorized the publication of that seniority list and could override it at will, the Military Cabinet and its Chief, the War Lord. I knew one man who overlooked this factor, and talked with too much assurance—from the book. According to this, his promotion to squadron commander would place him with a very pleasant hussar regiment, in charming surroundings. He had begun in one of the best South German Dragoon regiments, he was adjutant of our cavalry brigade, was married, had plenty of money and pinning his faith on the book, was looking forward to a very good time in the regiment he had selected. Here the highest authority stepped in, probably some of this talk had reached august ears, anyway poor von R. was wafted away to an Uhlan regiment on the Prussian frontier, on the endless plain of Poland, where a regiment is scattered by squadrons, even by troops, in far apart, desolate and disgusting villages, the slavonic population of which hates you and all you stand for with undying fervour. This sentiment invested the Polish recruit with a thickness of skull which prevented infiltration of any German idea, even of the language, although it had been forced upon the schools. The imperviousness of the recruit, of course, re-acted on the noncoms. who were in any case little inclined to engage for service in a regiment scattered about in the wilds, far from all the amenities of real garrison life. And this brings me to the subject of noncoms. Unlike their opposite numbers in the British Army, German non-commissioned officers had not invariably been brought up in the ranks of the regiment in which you might find them serving. It could happen that among the three years' men of my squadron, two or three who had reached the grade of "Gefreiter" would decide on a military career and ask to be taken on as noncoms. Perhaps there was no vacancy in the squadron, none even in the regiment. In such case the "aspirant" as he is described, applied to other regiments,

there were, in fact, means of advertising and a sort of exchange, and eventually the intending professional soldier would decide to accept a post in some other regiment, perhaps far away. He would, as a rule, take the amenities of the garrison into serious consideration, much as a cook or other domestic servant would do ; there is a certain affinity between all these functionaries which is much the same in all countries. We had little trouble with our noncoms. in the 9th Hussars. Trier was an attractive garrison, the Rheinlander recruit is of brighter intellect than the east Prussian, for instance, and life was reasonably cheap. This was a point well worth considering by the professional soldier whose pay in any case had not risen in proportion to the price of labour in the open market. For that reason the supply of best material for noncoms. had been turned into industrial channels, and what was left for squadron and company commanders to choose from was sometimes little better than the refuse of the labour market. It is not to be wondered at, therefore, that this inferior personnel was less capable of self control and that consequently the cases of brutality tended to increase until the position of the professional non-commissioned officer had to be raised by higher pay and other inducements. This step, however, seems to have been taken too late to stamp out the rot that had already attacked the fabric of the German Army.

Squadron and company commanders re-engaged with their noncoms. at certain periods, generally yearly ; it might happen that you dared not give notice to a slack and somewhat unreliable subordinate for fear of getting no one to replace him.

However, as I have already suggested, the 9th Hussars were a happy regiment in most respects and had fewer obstacles to encounter on the road of efficiency than confronted other regiments less favourably situated in personnel.

As was expected of them, they were prepared to march out to war at any time at a few hours' notice. How this worked in detail I hope to show in subsequent articles. All that

troubled me at all when I joined this well-appointed regiment in 1895, was that whereas they were all ready for a war, it was the war itself that was hanging back, was dissolving from the concrete into an academic abstraction.

(To be continued.)



PRUSSIAN HUSSAR. WATERLOO PERIOD

A REMARKABLE JUMPING FEAT

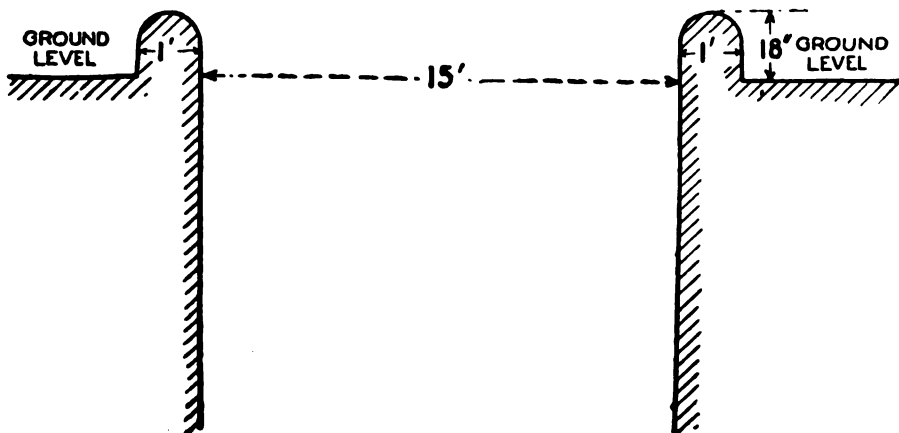
IN the old Indian Cantonment of Bowanpillay there is a small enclosure, which contains the graves of an officer and his horse, and which is shaded by a gold Mohur tree.

The grave is that of Lieut. John Moore, Adjutant 1st Native Cavalry, afterwards the 1st Madras Lancers. Lieut. Moore had a famous horse, and each day on the way to parade the two of them used to jump the entrance to a well.

On the 9th July, 1807, the regiment was being inspected, but the Adjutant was sick and was laid up in his quarters with fever.

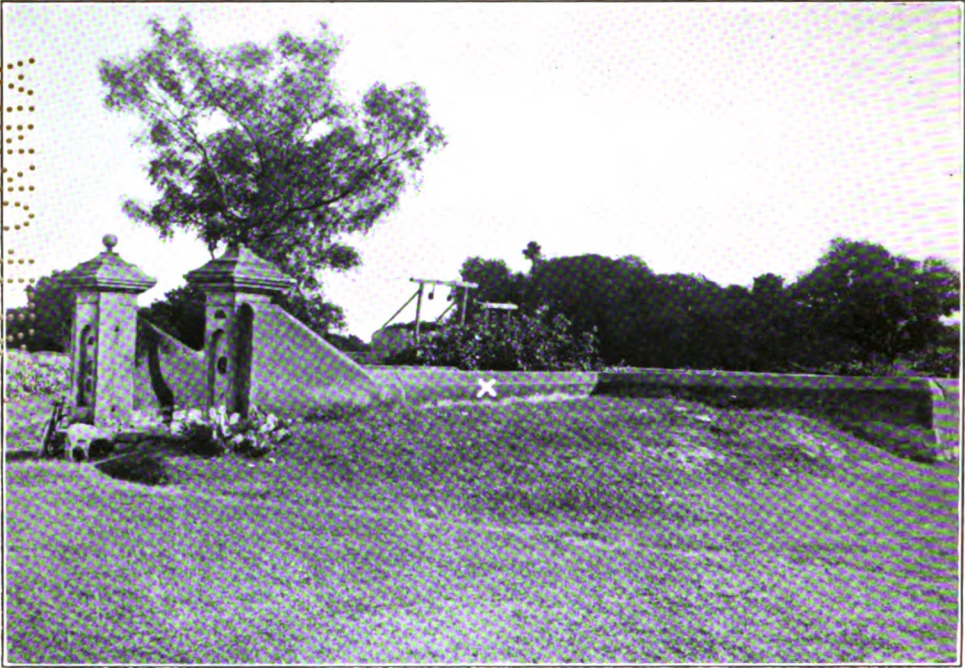
After the inspection the General expressed a wish to see the jumping feat of which he had heard so often.

Lieut. Moore being apprised of the General's wish, got up, sick as he was, and sent for his horse. Evidently the rider's state of health had affected the horse. The two rose and crashed into the second wall. They died the same day and were buried close to the fatal spot.

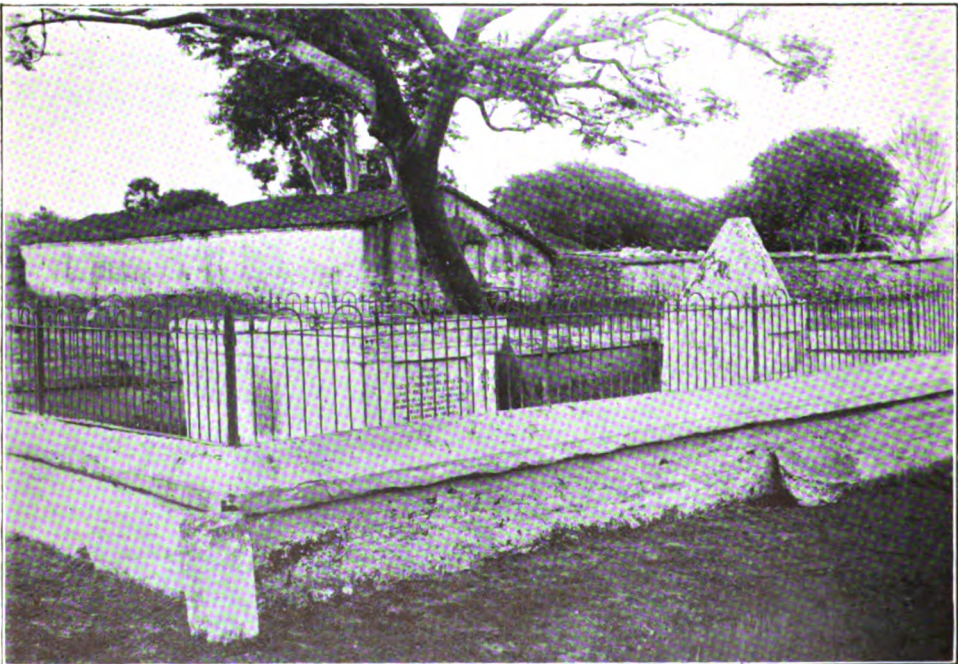


A REMARKABLE JUMPING FEAT

The Entrance to the Well



The white cross denotes the spot where Lieut. Moore jumped



The graves of Lieut. Moore (left) and his horse (right)

The width of the jump was 15 feet between the two side walls, which were 12 inches thick and 18 inches high, thus the total width was 17 feet—no mean obstacle.

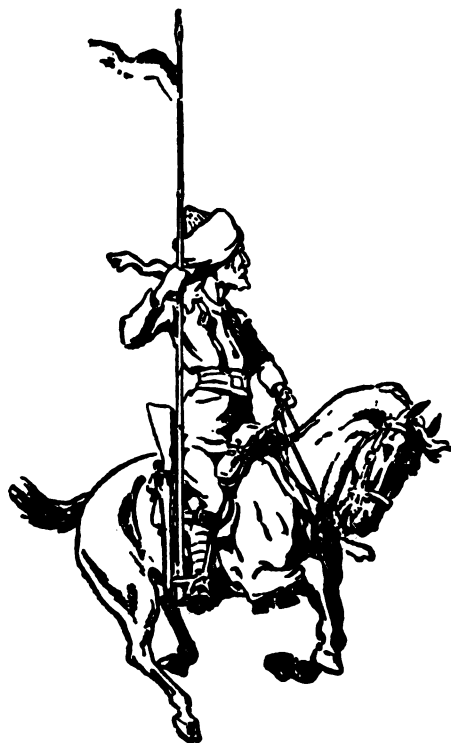
The inscription, which has been renovated, reads thus:—

“Sacred to the Memory of Lieut. John Moore,
Aged 26, Adj. Regt. Native Cavalry.

“He was killed, together with his favourite horse,
on the 9th July, 1807, while jumping him over the
entrance to the well. In accordance with his wish he
was interred here with his horse.

“This Tablet was erected by the Officers 26th
K.G.O. Light Cavalry, April, 1913.”

The pyramidal tombstone on the right, in the second
photograph, is that of the “Horse of Lieut. Moore.”



THE SMALL WARS OF ALEXANDER THE GREAT

By COLONEL J. F. C. FULLER

(1) *Alexander's Small Wars.*

ALL great conquerors have been faced by two conditions of war—great wars and small—and, of the two, the second has frequently proved the more difficult. The campaigns of Alexander offer no exception to this rule, and of all the great captains he brought the art of partisan warfare, whether fought in the mountains, on the plains, or along the rivers, to a level which has never been equalled. His path of conquest was by no means an easy one, and we shall fail to grasp his greatness in all branches of his art, unless, to our study of him as a vanquisher of organized forces, we also examine his small war campaigns.

These may be divided into four groups ; war in the hills, war on the plains, war along the rivers, and war in the deserts. Of these groups, the first is by far the largest, yet concerning his mountain campaigns, little detail has been left us, for the classical writers pass over these most interesting and really complex operations in a few words. Nevertheless, as far as we can gather, though the difficulties were immense, no single one of these campaigns was terminated otherwise than victoriously. This is not only flattering to his genius as a small war general, but it shows, beyond a shadow of doubt, the astonishing flexibility of the Macedonian organization ; for it must be remembered that the phalanx itself could only manœuvre on level and unobstructed ground.

Outside leadership, organization and discipline, it must not be overlooked that equipment, arms and armour, played a very important part in these small wars. The various barbarians met with were ill armed, and for the most part wore no protective armour, consequently, though these deficiencies gave them

a high mobility, they were unable to use it for offensive purposes. To-day, this problem faces us in an acute form, since the hillmen and others, with whom we so frequently have to contend, are becoming as well armed as ourselves. The only solution of this difficulty is to change our arms and offensive method, and equip ourselves with superior weapons and armour, especially the latter, as armour cannot easily be manufactured by present-day barbarians.

(2) *Mountain Warfare in Thrace and Illyria.*

As I have said, mountain warfare bulks large in Alexander's campaigns. The first operations undertaken by him, on ascending the throne of Macedon, were in Thessaly—a hilly country—and the next in Thrace and Illyria, both mountainous regions.

When Alexander advanced into Thrace, the Thracians occupied Mount Hæmus, which is situated between the Danube and the Rhodope Mountains. His road led over the summit of this peak, and the Thracians were determined to defend it. To do so they adopted a novel ruse. They collected their waggons and formed them into a rampart in front of them, not only to defend themselves but to roll them down upon the phalanx once it commenced to ascend the slope.

Alexander at once saw what these vehicles were intended for, so he ordered his heavy-armed soldiers "as soon as the waggons began to rush down the declivity, to open their ranks . . . so that the waggons might roll down through the gaps . . . and lock their shields compactly together, so that the waggons rushing down upon them, and in all probability by their very impetus leaping over them, might pass on without injuring them."*

Having arranged this, Alexander placed his archers in front of his phalanx, and ordered a frontal attack on the Thracians; meanwhile he took the Hypaspists and Agrianians and turned the Thracian right. The action which followed was most successful, 1,500 of the enemy were killed.

"The Anabasis of Alexander." Arrian, I. i.

Throughout Alexander's mountain campaigns, we shall constantly see him combining a flank with a frontal attack, a manœuvre which has seldom failed against hill-fighters.

On the northern side of Mount Hæmus lived a tribe called the Triballians; these people, on his approach, retired into a broken and wooded area bordering the river Lyginus. To draw them into the open country, Alexander deployed his light troops well to the front. Behind these he drew up his phalanx with cavalry in front and on the wings. The light troops advanced and were automatically pushed back by the Triballians, who, being elated by their success, were drawn out of the woods into the open country; here they were vigorously attacked by cavalry and heavy infantry in front, and were surrounded by cavalry on their flanks. The result was that they were annihilated, losing no less than 3,000 men killed.

From the Danube, Alexander marched into Illyria. Pelium, the capital city, was occupied by Clitus who was awaiting the arrival of Glaucias with his army. The operations which followed are exceptionally interesting. (See diagram 1.)

The fortified town of Pelium was surrounded by hills on three sides and on the fourth flowed the River Apsos. Clitus held the town and the hills. "His intention was to fall upon the Macedonians from all sides" directly they assaulted the walls. Alexander, not being able to carry the walls by assault, closed them in "by a circumvallation and sent out Philotas to forage." Glaucias, having meanwhile come up, he attempted to cut off Philotas. Thereupon Alexander, at the head of a picked body of light infantry and cavalry, relieved him.

Though this operation was successful, Alexander found himself surrounded on three sides by an extremely agile foe, and he could only extricate himself from his position by crossing the River Apsos.

To do so, he drew up his army in such a way "that the depth of the phalanx was 120 men." On each wing he stationed 200 cavalry and gave strict orders that silence was to be maintained, so that words of command could be heard. Then follows an extraordinary manœuvre.

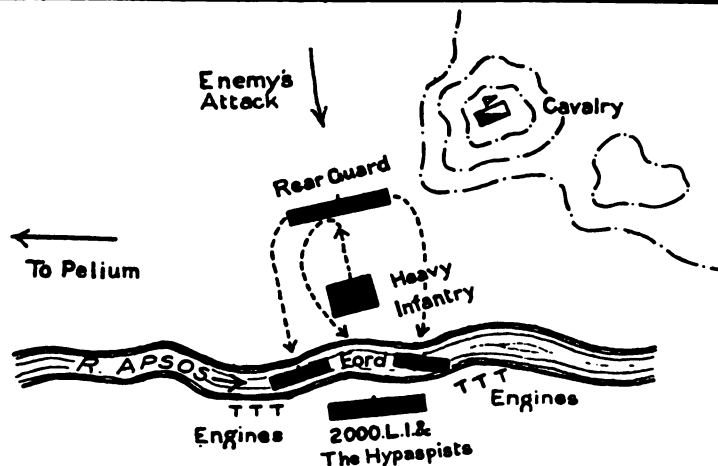
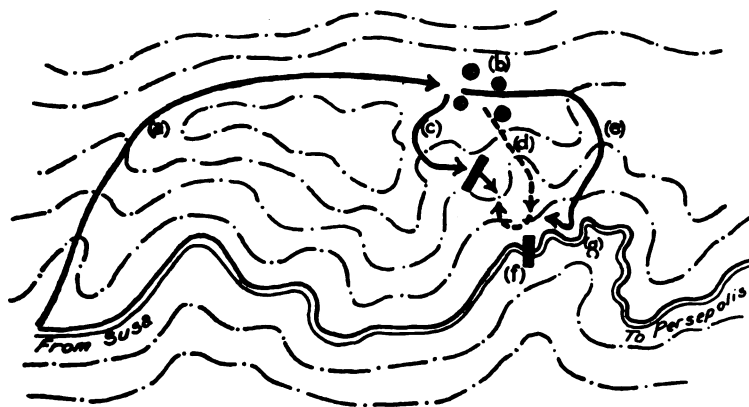


DIAGRAM 1. THE PELIUM MANOEUVRE.



- | | |
|-------------------------|---------------------------------|
| (a) Alexander's Route. | (d) Uxians' Route to Barricade. |
| (b) Uxian Villages. | (e) Alexander's Rear attack. |
| (c) Craterus in Ambush. | (f) Barricade across Main Road. |
| | (g) Defile. |

DIAGRAM 2. THE UXIAN DEFILE.

He carried out a rapid ceremonial drill in front of the barbarians, who were quite bewildered by what they saw. Then, suddenly, he "formed his phalanx into a sort of wedge and led it towards the left against the enemy," who bolted back into the hills. Then he turned towards those who had formed up outside the city, ordering his men "to raise the battle cry and make a clatter with their spears upon their shields." This caused such a panic that the enemy rushed back into the town.

Alexander then determined to seize a hill which presumably commanded the ford. He first galloped forward his body-guard and instructed them "to leap from their horses and to fight as foot-soldiers." Directly the hill was taken he advanced the Companion cavalry to hold it. Next he ordered 2,000 light infantry and the Hypaspists to cross the river and protect the withdrawal of the phalanx, whilst "he himself, in the vanguard (rear point), was all the time observing from the ridge the enemy's advance."

As the retirement began, the barbarians rushed down from the hills. Alexander, thereupon, advanced the phalanx and withdrew his light infantry and archers (see diagram 1). These he placed in the middle of the river to fire at the advancing infantry, and "when he saw the enemy pressing upon the men in the rear, he stationed his engines of war upon the bank, and ordered the engineers to shoot from them as far forward as possible all sorts of projectiles which are shot from military engines."* Thus the retreat was successfully carried out.

Having extricated himself from this difficulty, Alexander had no intentions of abandoning his objective. Under cover of night he re-crossed the river with a picked force and fell upon the enemy, slaying some of them whilst "still in their beds." Clitus then fired the city of Pelium and sought refuge in the mountains.

(3) *An Analysis of the Operations in Thrace and Illyria.*

In these operations we witness the actions of an experienced soldier, yet Alexander was but twenty years old. This

* Ibid, I. vi.

perfection in the art of war cannot solely be explained by his genius, for no man is born with the understanding of the action and characteristics of savage tribes. Undoubtedly he possessed an astonishingly acute intelligence and a wonderful ability of rapidly arriving at logical conclusions, but beyond these natural gifts he must have studied war deeply and have constantly been meditating upon its nature.

He watches the Thracians draw up their waggons and immediately he understands their intention, and has devised a means to frustrate it. The waggons roll down the hillside and it is not the Macedonians who are surprised, but the Thracians, for on account of Alexander's foresight these "projectiles" do no harm.

What is Alexander's central tactical idea in his wars against an uncivilised enemy? It is surprise, which is also their main weapon. He foresees their intention, he turns this intention to his favour by turning the tables on them, and surprises the surpriser. He knows full well that, in organized warfare, organization is the shield against surprise, but that, in savage warfare, the enemy, lacking organization, has no shield; therefore he takes what often appears to be tremendous risks. True, every general must accept some risks, for war is not an exact science, yet the risks which Alexander takes are never those of a gambler, but rather of a mathematician who replaced figures by psychological factors. It is because of his *clairvoyance*, his ability to see through appearances and behold the fearful heart and uncertain mind of the savage, that he triumphs over him.

If he holds the Thracians in front, he only does so in order to hit them in flank. With the Triballians it is the same; by a feint he draws their front towards him so that he may all the better attack it in enfilade. He seldom throws himself on the savage, in place he stabs him in the back.

With the Pelium manœuvre, the means are different, but the centre tactical idea is the same. His ceremonial evolutions fill his enemy with wonder. What next will he do? Then, as they become hypnotised, he suddenly charges them. They cannot think, for he has sucked them dry of thought by forcing

them to concentrate on his display ; the result is that they scatter.

His move on Pelium is the same ; the battle cry of his soldiers drives the enemy within the walls. Both these operations are moral attacks, not a man is killed, nor is it Alexander's intention to kill one.

Once he has demoralized the enemy, he extricates himself from an exceedingly difficult position. He first secures his side of the ford by occupying a hill ; then the far side by occupying it with light infantry ; then he forms a light infantry rear guard and withdraws the heavy infantry to the ford. They do not cross it, for they are better able to deal with the enemy at close quarters, since they are well armoured ; consequently, as the rear guard approaches the river, the heavy infantry charge forward to cover their crossing, and then fall back, covered by the war engines. Here we see the closest inter-play between security, economy of force and mobility, and what is the result ?

The river is crossed, but this is not the main result ; it is crossed with the least possible loss. No general in history went to such pains as did Alexander to conserve his military power. He knew that all his genius was useless unless he had living men—vigorous soldiers—as his tools. To him the idea of “cannon fodder” was a military blasphemy, and because his men knew this, their *moral* was so astonishing.

(4) *The Uxian Defile and the Persian Gates.*

After the Battle of Arbela, Alexander occupied Babylon, and thence marched on Susa. Once Susa was occupied, his next objective became Persepolis, as this city was not only the capital of Persis, but the moral centre of the Persian monarchy, for its occupation would be a visible sign to all Persians both far and near of the complete collapse of the Great King's power.

The advance on Persepolis was one beset by many difficulties, for Alexander's road traversed the mountainous country of the Uxians, a barbarous and warlike tribe who had hitherto received a toll from the Persian Kings whenever they wished to pass through their territory. As Alexander approached,

they demanded the usual tribute, and he bade them be prepared to receive it, at the mouth of the defile across which the Uxians had built a barricade (see diagram 2).

Though Arrian gives us little detail as regards this mountainous campaign, by reading between the lines we see clearly what a grasp Alexander possessed of the habits, tactics and psychology of uncivilized hill-men. He had no intention of paying any tribute, instead, he intended to teach the Uxians such a lesson that the road would be permanently opened to his men.

Instead of approaching along the main road, which led through the defile, Alexander, at the head of a picked body of troops, made a rapid night march along a mountain track and "fell upon the villages of the Uxians, where he captured much booty and killed many of the people while still in their beds."* He then made a forced march towards the defile, and, when he neared it, he detached Craterus and a body of men along a track which would lead them in rear of the enemy's position.

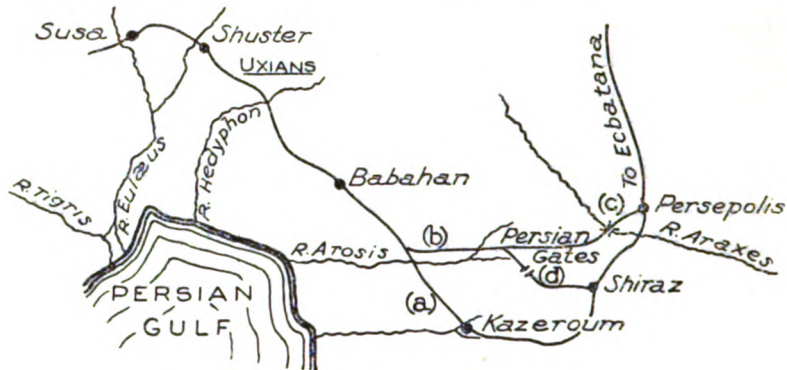
As Alexander approached the stockade, the Uxians, completely bewildered by his celerity, took to flight and were fallen upon by Craterus and exterminated. "Having received these gifts of honour (a Homeric expression meaning a sound thrashing) from Alexander, they with difficulty, after much entreaty, procured from him the privilege of retaining possession of their own land on condition of paying him an annual tribute."† This is how Alexander dealt with savages who demanded toll of him.

The lessons to be deduced from this action I will enquire into later, and will now pass on to the next operation—the forcing of the Persian Gates (see diagrams 3 and 4).

From Susa, the road to Persepolis passes through Babahan, fifty miles south of which it is joined by the Kazeroum Road in the vicinity of the river Arosis. Ariobarzanes, the viceroy of Persis, had occupied the Persian Gates with 40,000 infantry and 700 cavalry. The pass, which is now known as Kal-eh-Sefid (white fortress) is of great natural strength; this he

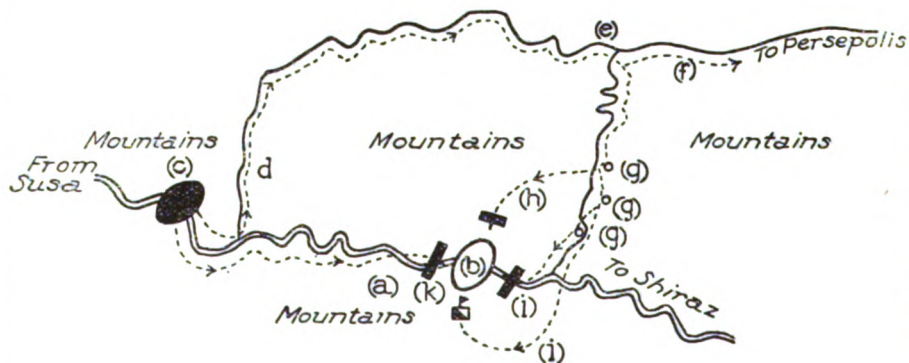
* "The Anabasis of Alexander," Arrian, III. xvii.

† Ibid, III. xvii.



- (a) *Parmenio's Route.* (c) *Bridge over the Araxes.*
 (b) *Alexander's Route.* (d) *Position of Ariobarzanes.*

DIAGRAM 3. - MAP OF THE ROADS FROM SUSA TO PERSEPOLIS.



- (a) *Defile.* (f) *Route of Amyntas, Philotas & Coenus.*
 (b) *Camp of Ariobarzanes.* (g) *Persian pickets.*
 (c) *Alexander's Camp.* (h) *Ptolemy's Column.*
 (d) *Mountain Track followed by Alexander.* (j) *Cavalry Column.*
 (e) *Ravine.* (i) *Alexander's Column.*
 (k) *The Forces under Craterus.*

DIAGRAM 4. - THE PERSIAN GATES MANOEUVRE.

fortified. Alexander could have circumvented this position, but to do so would have left Ariobarzanes free to attack his communications with Susa. He determined, therefore, to march on the Persian Gates.

Having despatched Parmenio with the heavy armed soldiers and the baggage "to march into Persis along the carriage road (to Persepolis *via* Kazeroum and Shiraz), he took a force of infantry, cavalry and archers" and made a forced march through the mountains and went into camp west of the Persian Gates. Next day he assaulted the wall which Ariobarzanes had built across the pass, but after a desperate engagement he was compelled to sound the retreat. Capturing a mountain shepherd he learnt that the defile could be reached by a foot path known alone to himself. Alexander, thereupon, promised to pay this man the enormous sum of £6,600 in gold (a camel's load) if successfully he would guide him to the rear of the Persian camp on the east side of the wall.

This done, he left Craterus with a large force of men to demonstrate before the wall and only assault it when he heard the blast of the Macedonian trumpets in rear of the Persian camp. Then with the taxes of Perdiccas, Amyntas and Cœnus, the archers, Agrianians, the cavalry agema and four squadrons of cavalry, he set out along the sheep track over the mountains, which were already covered with snow and advanced twelve miles during the night, when he encountered a deep ravine.* Here he halted.

The following morning he crossed this ravine and reaching the summit of the mountains looked down on the plains through which flowed the River Araxes (Bendemir), beyond which lay Persepolis. Here he ordered Amyntas and Cœnus to march on to the Araxes and bridge the river, his object apparently was to forestall Ariobarzanes seizing Persepolis, should this Persian general learn of Alexander's flank march and decide to fall back and remove the immense treasure in the capital.

He then, with a small force under his own command, waited for night-fall, when, by a difficult track, he continued his advance.

* Curtius gives a vivid description of this most difficult march. (V. 14-16).

Ariobarzanes appears to have been an able commander, for he had placed three pickets along the mountain track which joined the main road in rear of his camp. The first of these Alexander attacked and carried before daylight ; the second he also captured, but most of the third escaped "not indeed by fleeing into the camp of Ariobarzanes but into the mountains . . . being seized with a sudden panic."

Alexander now made two more detachments. He despatched Ptolemy with 3,000 infantry to fall upon the northern face of the Persian camp, and he sent forward the whole of his cavalry across the main road and into the hills beyond to attack the camp on its southern face. He himself, at the approach of dawn, drew up the remainder of his men across the road in rear of the camp, and sounding the assault, rushed on the Persian trenches. Thereupon the Persians were attacked on all sides. The sudden appearance of the cavalry on the southern face of the camp enabled Ptolemy to rush the camp from the north. As Ariobarzanes was compelled to meet this attack, he had to withdraw men from the western face ; Craterus and his men thereupon scaled the wall and fell upon the rear of the Persians who were opposing Ptolemy ; meanwhile Alexander pressed in on the eastern flank.

The confusion resulting may be better imagined than described. The Persians were cut to pieces, but Ariobarzanes "with a few horsemen, escaped into the mountains."*

Leaving Craterus to follow up with the infantry, Alexander at the head of the Companion cavalry set out with all speed towards Persepolis, for he had learnt that in the event of a Persian defeat, the city was to be plundered. During the night he covered forty miles over the snow, and on reaching the River Araxes found the bridge completed. Outside Persepolis he caught up with Ariobarzanes, who, being shut out of that fortress, was slain with all his companions.† On entering the town he was met by a large number of Greek prisoners,‡

* Ibid, III. xviii. Curtius (V. 16) says he escaped with 40 horse and 5,000 foot.

† See Diodorus, XVII. 68.

‡ Diodorus, XVII. 69, and Justin XI. 14, give 800 ; and Curtius (V. 17-19) about 4,000.

mutilated by loss of arms, legs, eyes, ears or other members. This sight very naturally infuriated his men, and very probably was one of the reasons for the burning of Persepolis, and the massacre of its inhabitants ; the main reason was, however, to destroy the prestige of the Persian monarchy.*

(5) *An Analysis of the Operations in the Uxian Mountains.*

The capture of the Uxian defile and the Persian Gates were somewhat similar operations, yet both supply us with a variety of instructive lessons, all of which are once again based on the idea of the moral attack.

In the first case the defile is blocked ; to storm it is not a practical operation, in other words, the brute force attack must be replaced by some other form of offensive action. What does Alexander do ? He does not advance on the enemy, but on the enemy's villages, because hill tribes are poor, and the little they possess they value highly. His surprise is complete as he kills many of the Uxians when in bed. This economic attack is a terribly unhinging blow. Then he advances on the enemy with such celerity that even they, who are as agile as mountain goats, are bewildered and unnerved when he appears. They abandon the defile and fly into the hills, but Alexander has foreseen exactly what they will do, for to their right rear he has placed a force under Craterus, like a net to catch them, and in this net they are totally destroyed.

It is this total destruction which makes this action so remarkable, for in hill warfare it is most difficult to kill even small numbers of the enemy. Speed of movement and foresight are the lessons of this operation, concerning which Colonel Dodge has written the following illuminating paragraph :—

“ Alexander founded his course on the well-known habit of many barbarians to fight and prepare for action only by day.

* As to the burning of Persepolis, Diodorus (XVII. 70-72), Curtius (V. 20-22), and Plutarch (“ Alexander ” 38), state that Alexander was instigated at a drunken revel by the courtesan Thais to set fire to the place. Arrian (III. xviii) states that the fire was the result of a deliberate plan. As regards the massacre, Plutarch (37) states that Alexander wrote home that he ordered it from motives of policy.

They had by no means anticipated that Alexander would come upon them, over all but impossible mountain roads, by night. This very thing Alexander seized and acted on—as he was wont to do—and by putting into execution the unexpected, he won with a handful in a few hours, and with slight loss, what all Persia had not been able to win in many generations and with unlimited forces. Alexander's capacity for doing the apt thing was always equalled by his utter contempt of difficulty, and both together gave to his efforts such uniform success.”*

The capture of the Persian Gates is a still more instructive operation, for the enemy was disciplined and well led. Again, we find that the prevailing tactical idea is surprise attained by a series of columns which, though they had to move through a most difficult country, timed their movements with astonishing precision. To carry out successfully such an operation as this one demanded the very highest order of staff work. We are not told how the timing of the marches was arranged, probably it was done by the setting of a certain star. The first point we notice in this operation is that Alexander is no believer in numbers for mountain warfare. He is fully aware that mobility and surprise are the qualities required. He despatches Parmenio and the baggage by the southern road which circumvents the mountains ; besides, if he is delayed in the pass, Parmenio will be able to occupy Persepolis (his objective) before Ariobarzanes can do so. Once Persepolis is taken he can operate against the rear of Ariobarzanes' force.

The first detachment made was that of Craterus. His duty is a simple one, namely, to operate in such a manner that Ariobarzanes continues to believe that he is opposed by the whole of Alexander's force.

The second detachment was made on the morning following the first night march ; it was that of Amyntas and Cœnus. It was a strategical detachment, the object of which was to secure the crossing of the river Araxes, for Alexander's ultimate objective is Persepolis, and his ultimate objective he never forgets.

* “ Alexander.” T. A. Dodge, Vol. II, pp. 398, 399.

Now we come to his most interesting detachments, the columns which are to assault the camp. His force is now a weak one, yet he divides it into three. Is this a violation of the principle of concentration of force? No, it is a most skilful application of economy of force. He does not possess the force to punch, but Craterus does! He does not intend to deliver the knock-out blow, but what he does intend to do is to bewilder so completely the Persians by a series of surprisals, that the task of Craterus will be rendered an easy one.

On the third picket seeking refuge in the mountains, Alexander realizes that he is near enough to surprise his prey. He knows the Persians will be facing Craterus, his object is, consequently, to draw them away from the western flank of the wall. His force is but a small one, so to *increase* its strength he divides it into three parties, each of which, under cover of night, will gain greater individual strength than had the whole been kept concentrated.

The cavalry are incapable of assaulting the southern flank of the camp, but their sudden attack draws the defenders towards them and away from the northern flank. This enables Ptolemy to gain a lodgment, and it draws many of the defenders from the western flank. This is the third surprise, one following the other at short intervals. The result is the paralysis of the Persian command, and under cover of this paralysis Craterus assaults the camp and takes it.

This, I admit, is a free rendering of this operation as described by the classical historians, but something very like it must have taken place. Alexander always had a very good reason for what he did, and I think that from the records left to us these reasons can be discovered, if we test out his actions by means of the principles of war.

(To be concluded.)



THE PENANCE

By ARDERN BEAMAN

THERE are suggestive penances in the British Army. On a certain anniversary the officer commanding one Regiment of the Line imbrues the Colour's hem with drops of his own blood—for reasons connected with a long-ago affair in Africa ; and to this day the XII Royal Lancers—because in the Peninsula they dealt over-gallantly with a convent—play a hymn-tune before their Last Post. There are other penances as picturesque, but the most poignant of them all was one that I happened on in the quadrangular mud-battlemented Fort of Landi-Kotal—in the jaws of that welter of naked, broken-up, khaki-coloured, chaotic shale that sheerly overhangs Afghanistan.

Perhaps that Forty-Thieves passage up the Khaibar had over-excited me, or, maybe, the tinned lobster savoury at dinner had rebelled within ; for at the time when an honest man should have slept sound between the hospitable blankets, my mind was active—picturing the two-thousand-year procession of warriors, Persian and Greek, Seljuk, Tartar, Mongul and Duranni, from Alexander to Mahmoud and Nadir Shah, who had marched bloodily down that Way of Conquerors toward the rape of Hind. The amazing romance of the thing kept me awake. Back in Peshawar were colonels in charge of a handful of fever patients ; colonels commanding a yard of *bhoosa* ; colonels in the chair of a petty sessional Court ; colonels in command of a six by eight foot office. And here, in the inmost heart of an impossibly hostile country, twenty-eight miles from the nearest British gun, a slim, youthful, almost girl-featured captain held sole authority over a scattered double-battalion, eighteen hundred strong, of the wildest cut-throats that ever mutinied on occasion. And while I considered these matters, there began jauntily to ascend the moon-splashed wall of my room, the oddest-shaped, convulsive

shadow that ever mocked a moderate abstainer. At that hour of the night, I reflected topographically, nothing on earth had any earthly right to come between me and the moon. And when I had stepped through the sandfly-gauzes out on to the battlement to investigate, I didn't for the life of me know whether to laugh or cry.

If you were to behold the commandant of a peculiarly important Fort, in pyjamas, publicly in full moonlight on the parapet, hauling on a line so that there mounted the flagstaff, jogglingly, to beneath the Union Jack, a weird uncomposite object that with difficulty you made out to be a pair of field boots, a sword and a revolver, slung all idiotically hugger-mugger together—well, you would, no doubt, regret as I did, that over-much responsibility had tipped my friend's balance.

But as, pitifully, I stepped forward to do that which I must do, there fell on my shoulder a hand, and on my ear the subdued tones of the Subadar-Major.

"It is, as it were, a *puja*," he whispered, "let him not see that ye have seen, Sahib, lest he eat shame. But since ye *have* seen, I must needs, if the Sahib wishes, make manifest?"

The Sahib did wish—wished very much indeed—to know by what mad manner of a means a responsible British officer could have come to make, as it were, a *puja*, of the business part of his field service kit against the Khaibari moon. And when we had stolen back to my room under the opposite parapet, Subadar-Major Najibur Rahman Khan, Sardar Bahadur, O.B.I., sitting gingerly on the edge of a chair, proceeded to make manifest.

"The story begins long and long ago, Sahib—in '97, when the Tribes arose, even from Abazai to the Gomal, against the Sirdar. Ye remember, Sahib?"

I didn't, of course, not having been short-coated at the time of the Tirah, but I nodded.

"I have read much concerning that war, Subadar Sahib."

"So. Ye will know then, that in those times the Khaibar Rifles were drawn, as they are now, from the Afridis that dwell here around. The eldest son tilled his father's plot,

and the younger took service in the Rifles—swearing to uphold the Queen's Law against kith and kin for seven rupees a month.

“In '97, then, Sahib, when the mullahs declared *jihad* from end to end along the Border, there were in the Fort of Landi-Kotal, two young Sahibs. Them the men loved as they loved no man of their own blood—and them would they have joyously followed to Jehannum—and further. And at Ali Masjid, half-way down the Pass, sate the *Beritish* Jinrail Sahib Commanding.”

The Subadar-Major, a portly, comfortable old gentleman, shook his head and sighed.

“He, the Jinrail Sahib, as the revolt gathered head, summoned those two young Sahibs under strong escort down to Ali Masjid for *pow-pow*. Before they departed he that was Commandant called aside the Jemadar of the Malakdin Company—whom he loved as a brother—and spake privily in his ear.

“‘S-see, M-motu!’ he said (for thus he spake, Sahib, with a little stammer) pointing over yonder ridges, where the green standards already crawled like lice, ‘s-see! the *lashkars* gather. To-morrow, the next day, or the next, will be a fight of fights. They be blood of your own blood. Think ye, Motu, our men will hold? Speak true?’

“‘For the Malakdin ye have my word,’ answered that Jemadar, ‘but regarding the others—’ he looked the young Commandant eye to eye—‘I say this, Sahib—hasten ye back hot-foot from Ali Masjid.’

“Then, while his horse fretted, the Captain paraded all in the courtyard and addressed them thus—in the half-jesting manner he was wont to use:—

“‘Men!’ he said, ‘because ye love me, I will speak plain. I go now under the Jinrail Sahib’s order to tell him what manner of *badmashes* and devils ye be. Your pay is indeed small, but it is more than ye are worth, for ye are lazy and liars all, having small skill with the rifle. But even ye, sitting safe within these walls, may hold the Fort. See to it, then,

that when I return, yon little rag'—he pointed at the flag up there on the flag-staff—'is where it is. Be that not so,'—he shook his fist at them, Sahib, and laughed aloud—'there is not one among ye that I shall not follow after—follow and harry through the bottom-most pits of Hell, piling fresh fuel to his well-merited torments! Aye, and further, will I send my son to remind your sons of their fathers' shame. Yet, though madness have smitten the Jinrail Sahib, I shall, please God, return to-morrow to share your sport—so what need of more speech? Break off, and to your posts!'"

"'Doubt not, Sahib!' shouted the men a-grin, 'ye shall find the little flag yet fluttering!'"

"And from the walls they cheered those two young Sahibs as they rode down into the valley: except Ruknudin, the Kamar Khel, that was under fine for selling his cartridges; and he went from one to the other whispering—

"'The rats flee the byre when the dogs are at the door!' Aye, Sahib, and before their hoof-dust had passed Landi Khana, he was saying more boldly—'Behold! the rats are fled!'"

The old officer shuffled on his chair-edge, and sighed again.

"Ye have read in the books, Sahib, how things befell? At the end of the second day the *lashkars* were thick on the heights as flies at sugar-cutting—and—and—the Sahibs were not returned!

"And some inclined their ears to Ruknudin, speaking openly in the courtyard.

"'Those without are bone of our bone,' said he, 'and here within are guns and ammunition, timber and store, enough to make of every man a *malik* in his Tribe. Are we then bond-slaves, my brothers, to stay bleed for Them that stay not to bleed for Themselves?'

"But Muhammad ka Shamsham, the Subadar-Major, who was near to his pension, and craftier than the Shinwar jackal, held them with soft words.

"'Nay,' said he, 'this is not matter of bone and race. Can ye not see that there comes a fight such as a man might live

ten times and not see the like again ? And we'—he clanged a cartridge home in the breech—'have the advantage of the wall !' ”

Into my old friend's eyes there crept the light of one dreaming again the blissful past.

“Shamsham spoke true, Sahib—what a fight that was ! *ai, ai*, what a fight ! They attacked after dusk, and the summits and the crests and the nullas crackled and blazed like the fire-work *tamashas* at *Holi*, and ye saw faces among the rocks, among the broken rocks, lit up bluely amid the flickering—and brother shouted abuse at brother, and the air whistled and hummed. *Ai, ai*, what a fight was that.”

He resumed again after a moment's happy reverie.

“War was musical in those days, Sahib—before this new, quick-spitting rifle came. The Tribes had Snider and Martini, full-mouthed, loud-speaking guns, flinging a lump of lead that sang in the air, and smacked great slabs off the walls, and struck flesh, *r-r-r-ump-p-p* ! so that ye heard the entrails tearing. *Hai, mai*, what a fight, Sahib ! But by the fourth day our eyes turned toward Ali Masjid—for the Tribes had galled us with dropping-fire from Tanjari and Manda Peaks, up yonder, and the mess, and this room wherein we now sit, Sahib, were filled with dead—and water failed, and many began to cry with Ruknudin—

“‘Open the gates, Subadar-Jee !—we are deserted and have fought enough !’

“But old Shamsham thundered from the gate-tower—‘Choop ! Kamar dogs ! News of our strait is received by heliograph in Ali Masjid, and help will surely come. Fight on !’ ”

The old man sighed again regretfully.

“On the evening of the fifth day our tongues were parched—and no help came. And when the Kamar Khel without, making a great rush, battered down the gate, 'twas the Kamar Khel Company within, that ran to meet them—and—blood is blood, Sahib—flinging down their arms, they embraced their brethren, crying aloud for water. And thus, Sahib, Landi Kotal fell.”

“What of the Malakdin Company?” I enquired, for the old man had again relapsed into reverie.

“They were on the south wall, Sahib—and, their word being pledged by the Jemadar, they leaped over the parapet. Do the books not tell thee, how, for three days and two nights, they cut their way with great loss through the Tribes—even back to their two officers at Ali Masjid?”

“On that point the books are somewhat reticent, Subadar Sahib. They were warmly welcomed?”

“Aye, they came forth, the whole Brigade, to honour the Malakdin—with bands and loud cheering, the Jinrail Sahib making a speech. But they were angered, Sahib, angered, and heeded not—asking only for their officers. And they, their officers—I speak true—were locked, Sahib, locked under key in the Fort, lest they escaped back to their duty!”

“Our Captain, having heard of the fall, rolled on the floor and wept, crying ‘This thing my people will forget—but the Border will never forget. Better had we died a hundred times!’

“And that was true, Sahib,” concluded the Subadar, “better had they died—better had they died.”

“And your Captain now,” I said, mindful of my friend’s little stammer, “is the son of that old Captain?”

“Aye, Sahib—and each night for a double shame—for the shame of his People that betrayed the Rifles, and for the shame of the Rifles that betrayed their trust—he makes this *puja*—as a token that he is defenceless among us.”

Next morning at breakfast, I said to my friend:

“Your Subadar-Major seems a decent sort of old fellow?”

“D-d-decent! Why, he’s the h-hero that led the l-loyal Malakdin in ’97!”

So I had been hearing the Voice of History.



THE MOTTOES OF THE CAVALRY

By EDWARD FRASER.

MOTTOES on Cavalry standards and guidons originated in the old-time days of chivalry. The knights of the Middle Ages each bore, in addition to a badge or heraldic emblem, a motto, which also served as a war-cry in action, on the banner that his squire carried in the field at the head of the mounted men-at-arms. Taking the idea from these, in course of time mottoes were adopted and worn on squadron and troop flags in the standing armies of Europe, as more or less organized cavalry units came into existence.

In the British Army, until in the second half of George II's reign, hard and fast regulations were laid down in regard to the shapes of and devices on the standards and guidons of cavalry regiments and the colours of infantry, colonels were permitted to emblazon their own crests, or some device or emblem from their family heraldic arms together with mottoes of their own choice, on the flags of the regiments they commanded. The flags might also be of any colour that the colonel pleased. As a result, each change of colonel, through supersession, death, transfer or promotion, meant the appearance on parade every few years of a totally different set of standards or guidons bearing fresh devices and mottoes. Continuity of pattern and uniformity in detail was not insisted on until towards the middle of the eighteenth century, when, in 1743, the year of Dettingen, the authorities, somewhat abruptly, stepped in with a Royal Warrant which prohibited the hitherto universal practice. So-called "colonel's" standards and guidons were abolished forthwith.

The first, or "King's" standard or guidon, as it was now termed, was henceforward for all regiments to be crimson in

colour and to bear in the centre the crown over a device of inter-twined rose branches and thistle stalks, with, underneath, the Royal motto "*Dieu et mon Droit*." In each of the four corners of the flag was to be painted or embroidered a small circle or fancy shield-shaped panel, or "compartment" in official phraseology, bearing, alternately, the number or "rank" of the regiment and the White Horse of Westphalia, the family badge of the reigning House of Hanover. The second and third squadron or troop guidons were invariably to be of the colour of the regimental facings, with, in the centre, on crimson ground framed within a rose and thistle wreath, the officially authorized badge of the regiment and its motto below. Regiments with no distinctive badges were to place their number or "rank" in the centre instead, and, if they had no motto, to add nothing. In the corners of the flag, again alternately, were, in compartments, the White Horse as before and a conjoined rose and thistle emblem. A supplementary Royal Warrant, dated 1st July, 1751, added further particulars as to details.

Three cavalry regiments only, were, according to the Royal Warrant of 1751, entitled at that time to display distinctive mottoes on their standards and guidons. They were: The 5th Dragoon Guards (then known as the "2nd Regiment of Horse," or "2nd Irish Horse") with *Vestigia nulla retrorsum*; The Scots Greys (then known as the "2nd Royal North British Dragoons") with *Nemo me impune lacessit*; The 3rd Hussars (then the "3rd King's Own Dragoons") with *Nec aspera terrent*.

The following are the mottoes authorized and borne at the present time by the British cavalry regiments on their standards guidons or appointments; together with what can be discovered in regard to their origins and first appearance in the Army List. The sequence followed is in accordance with the rank of the regiments in the Army List.

"**PRO REGE ET PATRIA**": THE MOTTO OF THE QUEEN'S BAYS.

The motto of the Queen's Bays, *Pro Rege et Patria*, was approved by H.M. King Edward VII on 5th August, 1909, in which month it first appeared in the Army List. The distinction

was applied for by the colonel of the regiment, who submitted to His Majesty that evidence was in existence showing that the motto had been borne as far back as 1793. It was, however, the application stated, impossible to produce proof of its official authorization, as the regimental records had been destroyed between 1857 and 1858. The Royal Warrants of 1751 and 1768, which regulated the devices and mottoes borne on the standards and colours of the Army, did not mention it. As far as researches can discover, the motto was probably, as it would seem, adopted subsequently to 1773, in which year Field-Marshal the first Marquis Townshend, an officer of high distinction in his day and a keen and energetic soldier, was colonel of the Bays. It was at his instance, in the year 1784, that the original facings of the regiment, buff, were changed to black, of which colour they continued until March, 1855, when Her Majesty Queen Victoria restored the buff, which had been worn from 1685 to 1784 continuously. The regiment was known in 1773, officially, as the 2nd (Queen's) Regiment of Dragoon Guards, and more or less familiarly, as the "Queen's Bays." The latter designation, it may be remarked in passing, came into existence after 1767, in which year an order was issued directing the regiment to be mounted on "long-tailed bay horses." All other Dragoon Guard Regiments, and the four old-style "Horse" regiments at that time still retained on the Irish Establishment of the Army (now the 4th, 5th, 6th and 7th Dragoon Guards), continued to be mounted on blacks. It may be remarked that *Pro Rege et Patria* was the motto on the guidons of a French dragoon regiment and the colours of a French infantry regiment during the Seven Years' War, both of which were in the field in Germany in the 1760-1762 campaigns. The Bays served against them at this time. As several French corps lost their flags in the various cavalry actions it may be that the motto was in the first place suggested by and adopted from one of the trophies of the Bays. The standards of the regiment according to the Royal Warrant of 1751 and that of 1768 bore only the Queen's cypher, "C.R." interlaced and reversed, with the Crown above. The initial "C" stood for

Caroline, Queen Caroline, George the II's consort, in whose honour the regiment had been made "Queen's Own" in 1727, on George II coming to the throne. Queen Caroline, as Princess of Wales, had been associated with the regiment from 1715, in which year George I, on his coming to the throne, bestowed the honour on it. On 1st August of that year the Secretary-at-War, William Pulteney, wrote to the officer in command, to the effect that His Majesty had directed "Colonel Thomas Pitt's Regiment of Horse" henceforth to be styled the regiment of "Our Dear Daughter, Wilhelmina Caroline, Princess of Wales."

**"QUIS SEPARABIT": THE MOTTO OF THE 4TH ROYAL IRISH
DRAGOON GUARDS.**

The authorization for *Quis Separabit*, the motto of the 4th Dragoon Guards, dates from 20th November, 1838, when, H.M. Queen Victoria officially sanctioned the 4th Dragoon Guards "bearing on its standards and appointments the badge of the Harp and Crown, in addition to the Star of St. Patrick, with the motto *Quis Separabit*, as a National badge connected with its title of Irish Dragoon Guards." The title of the regiment as "The Royal Irish Regiment of Dragoon Guards" dates from 18th April, 1788, on which date the regiment, then known as the 4th Horse, or popularly, the 4th Irish Horse, was converted into Dragoon Guards. The regiment was so honoured by King George III, as officially stated at the time, "in consideration of its long service in Ireland." It had been there for ninety years, ever since 1698; stationed mostly in small detachments all over the country to keep order as a species of constabulary. As has been said, the first three of the seven British "Horse" regiments of the first half of the eighteenth century were converted into Dragoon Guards in 1747, the remaining four continuing for forty years longer to be styled "Horse," and being retained separately on the Irish Establishment, independently numbered 1st, 2nd, 3rd and 4th Horse. The change to Dragoon Guards was ordered for these four in February, 1788. There appears to be no record of any blazon

or motto on the standard between 1788 and 1838—whether or not the St. Patrick's badge and motto figured thereon. Presumably they did, but without any special detailed official authority being given. It was not considered necessary, as it would appear by comparing what happened in this regard in the case of other regiments, to obtain special leave. The motto *Quis Separabit*, is, of course, the regulation motto of the Order of St. Patrick, which was instituted in 1783. From the wording of the authorization of November, 1838, the badge and motto of the Order may have been already on the standard, and only the Harp and Crown then added. The reason for the authorization in 1838 of the Harp and Crown was apparently that the regiment had just had the honour of doing duty at Queen Victoria's coronation.

**"VESTIGIA NULLA RETRORSUM": THE MOTTO OF THE 5TH
DRAGOON GUARDS.**

The motto of the 5th (Princess Charlotte of Wales's) Dragoon Guards, *Vestigia Nulla Retrorsum*, is apparently of unknown origin, and its date of adoption by the regiment is also uncertain. It is, at any rate, undoubtedly very old—one of the oldest of British Army mottoes; if not, as a fact, the oldest of all. The suggestion has been put forward indeed that the motto was first adopted in Marlborough's time, and that it may have been taken from the motto on one of the standards of the Bavarian Guards' Cavalry captured by the regiment (then known as "Cadogan's Horse") in the action at Helixhem (really Elixheim, a village in Flanders near William III's battlefield of Landen) in 1705. Nine standards were captured on that day, four of them by Cadogan's troopers. The mottoes on eight of the nine are on record; the motto on the 9th Bavarian Horse Guard flag, one of the Cadogan trophies, was torn away in the scuffle apparently, for only the tattered remains of the flag were forthcoming when, as usual, the trophies were sent for "view" to the G.-O.-C., the Duke of Marlborough. *Vestigia Nulla Retrorsum* is known to have been a cavalry squadron standard motto in European Armies of the time;

and was so borne on the standards of at least two of Louis XIV's cavalry regiments, on which the organization of the Elector of Bavaria's Household Horse had been modelled. Somewhat curiously, although there is, of course, no possible connection in the case, *Vestigia Nulla Retrorsum* had been, sixty years previously, the motto on the standard of John Hampden's "Green-Coat" Regiment of Horse, at the head of which the celebrated Parliamentary political leader—remembered in history specially in connection with Charles I's ship-money tax—was mortally wounded in a skirmish with Prince Rupert at Chalgrove, at the outset of the great Civil War. Green facings, it is a curious coincidence also in this connection, were always the wear of the 5th Dragoon Guards. The motto *Vestigia Nulla Retrorsum* was officially authorized and recognized for the 5th Dragoon Guards as established and "ancient" by the 1751 Royal Warrant regulating the devices and mottoes on standards and colours, the first regulations on the subject ever issued in England, as has been said.

"SPECTEMUR AGENDO": THE MOTTO OF THE 1ST THE ROYAL DRAGOONS.

Spectemur Agendo, the motto of The Royals, dates, according to old regimental tradition, back to about 1740; in the middle of the reign of King George II. Its adoption, however, did not receive Royal "Approval" until 15th December, 1856, when Her Majesty Queen Victoria formally "approved" a "Submission to the Sovereign" laid before her then by the Duke of Cambridge, Commander-in-Chief, on behalf of the regiment, requesting permission to "retain" the motto. How that came about is in itself curious and exceptional. In 1846, it would appear, the Inspector of Army Colours—one of the Kings-at-Arms of the Herald's College—drew attention to the fact that the motto, then borne on the second and third guidons of the regiment, had not been officially authorized. The then commanding officer laid the matter before the Duke of Wellington, at that time Commander-in-Chief, and a "memorandum" was forwarded to the Horse Guards asking the Duke "to obtain

Her Majesty's permission to retain the motto '*Spectemur Agendo.*'" It was stated in the memorandum that, although no documentary evidence in regard to the motto was in existence, "there is reason to believe that it was introduced at the time (1739-1740) when Charles, third Duke of Marlborough, was colonel of the regiment, he being related by marriage to the Barons Montagu, who bore the words *Spectemur Agendo* as the motto of their family arms." At the period referred to, as has been said, a colonel was at liberty to put his own family motto and heraldic bearings on the flags of his regiment. The Marlborough motto, *Fiel Pero Desdichado*, which means "Faithful, but Unfortunate," was palpably inappropriate, so the colonel apparently turned to his aunt's family and borrowed their motto. The Duke of Wellington, in 1846, did not submit the application to the Queen. Instead of doing so, on his own authority, it would seem, he directed that the motto should appear for The Royal Dragoons in the third edition of the Queen's Regulations of 1844, then in the Press; in the section on Cavalry standards and guidons (page 12). No mention of the motto is made in either the first or second editions, issued respectively in the two previous years. The Inspector of Army Colours was, however, not satisfied, and when, in 1852, new guidons were issued to The Royal Dragoons, by his instructions the motto did not appear on them. That brought matters to a head. Lieut.-General Sir A. B. Clifton, K.C.B., the colonel of The Royals, after presenting the new guidons to the regiment at Brighton in April, 1852, took the matter up. At his instance, although the Inspector of Army Colours still objected and declined to approve of the motto being placed on the guidons until he received a Royal Command, the motto made its appearance, with Horse Guards' sanction, in the Army List of February, 1853. That is the earliest record of the motto in the Army List. In consequence of the Crimean War, no steps were seemingly taken to conciliate the Herald's College by approaching Her Majesty in regard to the matter until 1856. A "Submission to the Sovereign" was then, however, laid before the Queen, recapitulating the regimental

tradition as to the origin of the motto in the eighteenth century and also stating that application had been made ten years previously to the Duke of Wellington. Queen Victoria approved the Submission and signed it on 15th December, 1856, and forthwith the historic motto of The Royals re-appeared and was added on the guidons that had been issued in 1852. *Spectemur Agendo* has been borne emblazoned on the guidon of The Royals ever since. It was pointedly alluded to by His Majesty King George V, when presenting a new guidon to The Royals last June. Addressing the regiment His Majesty referred to its long and glorious history, and expressed his confidence that all ranks would always worthily uphold the proud tradition of its motto "Let us be judged by our deeds."

(*To be continued*).



CAVALRY TRAINING IN WESTERN CANADA

By BREVET LIEUT.-COLONEL L. F. PAGE, D.S.O.,
Lord Strathcona's Horse (Royal Canadians).

WHILE the scope of this article is only intended to deal with the Cavalry Units of the Provinces of Manitoba and Saskatchewan, yet, in order to make things clear to those readers who are not familiar with the organization of the Canadian Forces, it is necessary to give a brief outline of this organization.

The Canadian Forces are organized into :

- (a) The Permanent Active Militia ;
- (b) The Non-Permanent Active Militia ;
- (c) The Reserve.

The Permanent Active Militia corresponds to the Regular Army at home, the men serving on a three-year term of engagement, but owing to the universal cry for retrenchment following the War, its units are working on very limited establishments. In fact, they are practically only cadre establishments and their principal duty is the instruction of the Non-Permanent Active Militia.

The Force consists, besides staffs, of two cavalry regiments, one in the East and one in the West, three batteries of horse artillery, the R.C.A., comprising medium and heavy batteries, two-and-a-half infantry battalions, and the necessary administrative units.

The Non-Permanent Active Militia corresponds most nearly to the Territorial Army at home. It is a Home Defence Force and is only required to serve in defence of Canada.

Canada is divided into eleven Military Districts, numbered from one to seven and ten to thirteen, but this article is only dealing with the Cavalry Training of Military District Ten

TYPES OF N.P.A.M. CAVALRY



Photo Meyers



Photo H. H. Allen

TROOP FORT GARRY HORSE
Winners of the Roblin Cup



with Headquarters at Winnipeg, Manitoba, and Military District Twelve with Headquarters at Regina, Saskatchewan.

Each district has an officer commanding and a staff that varies in size according to the importance of the area and the number of Non-Permanent Units functioning in it.

The staffs are responsible for the policy and scope of training to be carried out, but all instructional work is carried out by instructors furnished by the Permanent Force.

Cavalry training in the West is carried out entirely by personnel of Lord Strathcona's Horse (Royal Canadians), which is the only regular regiment of cavalry west of the Great Lakes. It has regimental headquarters and one squadron at Calgary, Alberta, the other squadron being stationed at Winnipeg, 840 miles away.

A third squadron, although allowed by Peace Establishment, does not exist owing to financial stringency. The squadrons in being are also on a "Limited Establishment" of eighty-four all ranks, for the same reason.

Each squadron headquarters is also a Royal School of Cavalry and has four N.C.O. instructors who are on the strength of regimental headquarters.

These Royal Schools run courses for Non-Permanent officers and N.C.O's. in the winter months.

"A" Squadron, stationed at Winnipeg, Manitoba, furnishes instructors and runs courses for the cavalry units of Military Districts 10 and 12.

Military District No. 10, which consists of the whole of the Province of Manitoba and that part of Ontario west of the Great Lakes, comprises an area of approximately 403,368 square miles, while Military District No. 12, with headquarters at Regina, consists of the whole of the Province of Saskatchewan, an area of 215,700 square miles.

The cavalry units and units allied to cavalry which "A" Squadron is responsible for helping to train, are as follows:

Military District No. 10.

Headquarters, 6th Mounted Brigade ;

The Fort Garry Horse ;

12th Manitoba Dragoons ;
The Manitoba Horse ;
1st Manitoba Mounted Rifles ;
The Border Horse ;
2nd Field Troop, Canadian Engineers ;
5th Signal Troop, Canadian Corps of Signals ;
1st Machine Gun Squadron ;
No. 21 Cavalry Field Ambulance ;
7th Mobile Veterinary Section.

Military District No. 12.

Headquarters, 7th Mounted Brigade ;
14th Canadian Light Horse ;
16th Canadian Light Horse ;
18th Canadian Light Horse ;
1st Saskatchewan Mounted Rifles ;
3rd Field Troop, Canadian Engineers ;
6th Signal Troop, Canadian Corps of Signals ;
No. 27 Cavalry Field Ambulance ;
1st Mobile Veterinary Section.

During the winter months two Royal Schools are run, one before Christmas and one after. The school runs a course of six weeks for Lieutenants and N.C.O's., one of four weeks for Captains, and one of three weeks for Field Officers, besides courses for Veterinary Officers and Farriers, and Equitation Schools for infantry officers and embryo staff officers. As many as seventy or eighty candidates have attended these courses at one time.

Provisional schools are also run at the headquarters of regiments and squadrons of the Non-Permanent units for personnel desiring to take the theoretical portion of the course. At these courses they are given partial qualification certificates only, but by coming in to a practical course of two weeks' duration at a Royal School, they can get a complete qualification. This applies only to qualification for captains, lieutenants and N.C.O's.

In order to obtain a Field Officer's Certificate, it is necessary for an officer to qualify at a Royal School.

The training of the Non-Permanent units in the summer consists of training camps either by regiments or brigades, according to the policy of the district officer commanding, which is usually based on the wishes of unit commanders.

Camp schools of sixteen days' duration are also run during the summer months at which officers can qualify up to the rank of field officer.

During the past season, i.e., 1926, the policy of cavalry training laid down in the two Districts, 10 and 12, differed very materially, and it may be of interest to readers if a brief outline of the training carried out in the respective districts is given.

In Military District No. 10, it was decided to hold a Cavalry Brigade Camp of nine days and a Camp School of Cavalry for those officers desiring to qualify.

Owing to shortage of funds numbers were limited, the following strengths being allowed :

Brigade Headquarters	..	2 officers, 3 other ranks.
The Fort Garry Horse	..	100 all ranks.
12th Manitoba Dragoons	..	100 ..
1st Manitoba Mounted Rifles	100	..
The Border Horse	.. ..	100 ..
The Manitoba Horse	..	50 ..

Unit commanders were given a free hand as to the percentage of officers and other ranks brought in.

The personnel of these units is almost entirely drawn from the agricultural classes of the country districts, and the men, in practically every case, are of good physique, good riders and shots.

The horses are usually a very mixed lot, very few of them being suitable for remounts, owing chiefly to a lack of thoroughbred sires in the country.

In spite of the unevenness of the horses and the fact that a percentage of the men coming in are quite "green," it is surprising how quickly both men and horses settle down to their work.

With such a short period of training it necessarily follows that training must be intensive, and it was especially so this

year in view of the fact that two days were to be devoted to combined operations with infantry, machine guns, artillery, A.S.C. and medical details.

The officer commanding "A" Squadron L.S.H. (R.C.) performed the duties of chief cavalry instructor and acted in an advisory capacity to the brigade commander and his brigade major, as well as keeping a general supervision over all training. Two N.C.O. instructors were detailed to each unit and one officer instructor looked after two units.

The mornings were devoted to mounted training and the afternoons to dismounted work. In the evenings the majority of men turned out for practice in mounted sports.

The units of the brigade came into camp on 5th July. One squadron of the Fort Garry Horse marched from Gunton to Winnipeg, a distance of thirty-five miles, the day before, and entrained with the rest of the regiment for Camp Hughes.

All other units came in by train with the exception of one troop of the 12th Manitoba Dragoons, which marched in from Brandon, a distance of twenty-three miles.

Advanced parties had come in over the week-end to prepare unit lines. They had the assistance of Permanent Force N.C.O's., but all indenting and drawing of equipment, etc., was carried out by the units themselves.

Training was started the following morning, and on the morning of the 9th, the G.O.C. the District inspected the brigade which marched past in a most creditable manner.

The combined operations mentioned above were to be carried out on the 9th and 10th, and after dinner the units fell in and marched out a distance of about eight miles to a bivouac site and put out outposts, the infantry marching out in another direction.

Owing to the inclemency of the weather it was decided to call off the bivouac and allow the troops to come back to camp for the night, an early start being made in the morning to allow the troops to take up the positions selected overnight.

The operations started in the morning with a general

advance of the infantry with the cavalry and mounted rifles fighting a delaying action.

A cessation of hostilities was called at noon to allow for the watering and feeding of horses and men, and after dinner the operations were continued with the cavalry driving back the infantry. "Cease Fire" went about 4.30 p.m. and the troops marched back to camp, where the usual arguments between the respective combatants were kept up until all hours.

The following day, Sunday, was a full day; Church parade in the morning followed by mounted sports in the afternoon.

The Chief of the General Staff arrived in camp that day and proposed to carry out an inspection of the brigade the following day.

The sports were carried out with the energy and enthusiasm the West is so justly famed for, and inter-unit competition was of the keenest.

A new cup was put up for annual competition, known as the "Dingwall Cup," in commemoration of Major Dingwall, of Winnipeg, who lost his life in the late War. This cup is awarded to the man bringing in the best horse suitable for remount purposes. Points are given for conformation, manners, ownership, and all horses are put through a simple manage test. This year, being the first, the entry was not large, only five horses being entered, but considerable interest was displayed in the event which promises well for a bigger and better class next year.

The Monday morning was occupied in preparation for the inspection by the Chief of the General Staff in the afternoon.

The troops made an excellent showing in the usual ceremonial work and afterwards carried on with training under their own officers and N.C.O's.

In the evening units competed for the Roblin Cup. Each unit enters a troop which carry out a reconnaissance of a position and an attack with ball ammunition, marks being awarded for both tactical work and shooting.

This cup was won for the second year in succession by the Fort Garry Horse.

A cup, known as the District Efficiency Cup, is also competed for each year and is awarded to the best all-round cavalry unit in Military District No. 10. Marks are awarded for the care of stores, equipment, attendance at parades, musketry and signalling, as well as the work carried out in camp.

The following day was devoted to muster parades, pay and turning in of camp equipment, etc. ; and all units entrained for their respective homes.

As this was the first brigade camp held since the War, considerable speculation was rife as to its value, but the results obtained more than justified the cost of assembling the troops centrally.

Prior to the War, all cavalry and artillery units from Saskatchewan and Manitoba came into Camp Hughes for training, and it is thought that, if sufficient funds again become available, the results obtained in more efficient training would amply compensate for the money expended in bringing the troops to a central camp.

The policy laid down was not to get a high degree of polish and finish to drill but rather to teach the men just sufficient drill to allow them to carry out field operations.

Judging from the results obtained from the combined operations, this was amply justified, as the troops displayed a keen interest in this type of work, proved themselves excellent scouts and carried out patrol duties with considerable skill and intelligence.

It is considered that the cavalry units in the West are quite capable of giving a good account of themselves in the field, should occasion arise.

In Military District No. 12 the policy of training for 1926 was unit camps for the 14th, 16th and 18th Canadian Light Horse, and a Camp School for selected personnel of the 1st Saskatchewan Mounted Rifles.

Arrangements were made with the G.S.O. of the District to have the three unit camps run consecutively, and one officer and one N.C.O. were able to carry out the instructional duties for all three units.

The 14th Light Horse held their camp at Gull Lake, a distance of 429 miles from Camp Hughes, the 16th held theirs at Yorkton, 312 miles from Gull Lake, and the 18th camped at Saskatoon, 201 miles from Yorkton, which necessitated a round trip of 1,359 miles for the officer and N.C.O. to carry out these duties.

The Camp School of the 1st Saskatchewan Mounted Rifles was arranged to take place after the finish of the cavalry brigade camp in Military District No. 10, so that two officers and two N.C.O's., who had been instructing the cavalry brigade, were available to proceed to the camp school which was held at Lloydminster, a journey of 585 miles.

In this Western country it is no uncommon thing for squadrons or troops to march considerable distances to attend camp, especially in these days when funds available for training will not allow much expenditure for railway transportation.

Most of the units have their squadrons scattered at distances of anywhere from forty to one hundred miles from regimental headquarters, and it is a common occurrence for these squadrons to march to some central point for their annual training.

The writer himself, at one camp, met two men who had ridden 120 miles to attend camp, and after nine strenuous days of training rode back home. When such keenness is shown, there is little to worry about for the future of Western cavalry units.

The policy, up to 1926, had been to train officers, N.C.O's., and specialists only. In 1926, when units came into camp as units, the chief difficulty experienced by officers was not in getting sufficient men to complete the limited numbers allowed, but rather in selecting the few allowed to go from the large numbers desiring to do so.

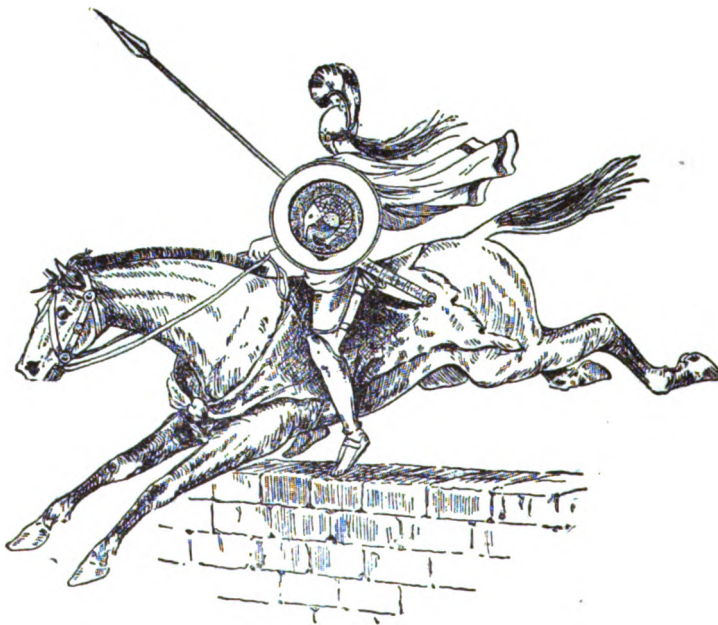
The frame for some fine regiments is completed, and all that is now required to put the Militia units into a state of efficiency is sufficient money to allow that frame to be filled with the first-class men that are available and willing to serve.

The life led by the young man of the West is such as to lay the foundation of an excellent type of cavalryman, i.e., an

innate love of the horse, a keen initiative, a desire to take a chance, and a necessity in their everyday work for close observation of ground and nature.

Owing to their intelligence it is an easy matter to give them the final polish in drill and turn-out.

Should the need arise again, there is no doubt that the Western cavalry units will again be able to furnish cavalry regiments that will worthily maintain the traditions and follow the example set in the last War by those two fine Western cavalry regiments, Lord Strathcona's Horse (Royal Canadians) and The Fort Garry Horse.





**THE LEAVE KING;
OR A STORY THAT SPEAKS FOR ITSELF**

Extracts from the "Historical Record of the 14th (King's) Hussars, 1715-1900."

- 1745 Dec. 24.—"Mr. Peter Vatass was appointed Chaplain to the Regiment."
- 1755 "The Monthly State shows that Chaplain P. Vatass was absent on leave."
- 1759 "Chaplain Vatass was ill of a paralytic disorder and unable to attend his duty."
- 1766 "Chaplain Vatass was absent on leave."
- 1769 "The Revd. Elias Handcock officiated as Chaplain at Athlone in the absence of Mr. Peter Vatass, who appears by the returns to have been on *commanding officers' leave* since his appointment to the Regiment on 24 Dec., 1745!"
- 1773 "The Chaplain, Peter Vatass, was still on leave . . ."
- 1788 "The Chaplain, Mr. Peter Vatass, who has been on leave since his appointment to the Regiment, in 1745, is still shown as 'absent on leave,' he being at this date 66 years of age."
- 1792 "The Chaplain was still on leave, being 70 years of age."
- 1797 "Mr. Peter Vatass, who had been Chaplain of the Regiment since 24 Dec., 1745, and was now 75 years of age was *removed* and no successor seems to have been appointed. Apparently Mr. Vatass had been on leave the whole of his service! The salary of a regimental chaplain in those days was about £120 per annum."

*NOTES ON THE REMOUNTING OF THE MADRAS
CAVALRY IN THE DAYS OF THE COMPANY
BAHADUR**

By MAJOR HON. R. A. ADDINGTON,
8th (K.G.O.) Light Cavalry, I.A.

THE despatches of all our commanders in our early wars in the south of India are full of complaints regarding our shortage of cavalry. Sir Eyre Coote in particular deplored his deficiency in this arm, and frequently stated his inability to secure a decisive victory was entirely due to his weakness in this respect. Our almost complete lack of cavalry was rendered all the more dangerous by the fact that Hyder Ally and his son Tippoo Sultaun possessed great strength in this arm, upon which they prided themselves very much. In an article on Hyder Ally in the CAVALRY JOURNAL for July, 1926, that commander is stated to have opposed Sir Eyre Coote in July, 1781, with 40,000 cavalry. Against this Coote could muster only two irregular cavalry regiments belonging to the Nawab of Arcot, whose combined strength was 830 sabres.

This weakness in cavalry was due to the great cost of horse-flesh, which deterred the thrifty directors of the company from raising many regiments. Horses were hard to come by and this enhanced their price. It would be interesting to learn how Hyder obtained sufficient horses for his fine force of cavalry.

Four regiments of cavalry were constituted in 1785 by the company and put on a regular basis. To provide a supply of remounts for them the Government appointed Lieut.-Colonel Dugald Campbell, of the cavalry "in whom we place great confidence." This officer appears to have done very well. He

*Compiled from the original records in Madras.

and his assistants built up two lines of supply—one from the southward of Madras, and the other from Hyderabad territory and the Deccan on the north. A plot of ground in Madras was given as a horse market, and hither dealers brought their stock. At first prices ruled high, so a plan was concerted for selling broadcloth in Hyderabad and investing the proceeds in horses ; but the Nizam would not allow it.

In 1788 the average price of a lot of 850 remounts supplied up to that time was Rs.304 each, but later, during the war with Mysore, in 1791-2, the price rose to nearly Rs.400. These figures are stated to be nearly 30 per cent. lower than had obtained for the last twenty-one years.

By January 1789, 1,675 horses had been purchased. The officer in charge had had a strenuous time as may be judged from the fact that he had travelled 2,000 miles in thirty months, visiting the different fairs, of which that held at Tripetty was the most important. Travel in those days, it must be remembered, was very different to the present time. The amount of money entrusted to the agent was enormous, for instance, in May, 1788, Rs.240,000 was sent to him in one instalment. But if the company demanded much of their men they at least paid them well for it. We find that when Campbell went home on leave he was granted Rs.6,000 reward for his exertions in addition to his pay of rank.

Concurrently with the above purchases for the native cavalry, Colonel Floyd, 19th Light Dragoons, was buying for the British cavalry. The height standard for this was 14 hands 2 inches, and prices ran about double those paid for native cavalry remounts.

All possible sources of supply were explored. For instance, a few lots were picked up in Madras for about Rs.317, and again, the Resident in Travancore was able to buy a few Arabs from Busrah merchants, which were eagerly accepted.

This latter transaction appears to have opened up new possibilities, for we find, in October, 1787, when a new regiment (now the 8th Light Cavalry) was being raised on account of Tippoo's hostile attitude, that, as the northward

agency seemed unlikely to furnish all the horses needed, it was proposed to procure fifty as an experiment from the Malabar coast.

Captain Lieut. John Torin (afterwards commandant, 1st Light Cavalry) was selected for this duty. He displayed great ability and energy, for by travelling extensively in Cutch and Kattiawar he elaborated a very successful agency. His horses were conveyed by ship to Anjengo in Travancore, where parties from the cavalry regiments met them and marched them to Trichinopoly, where they were inspected by a board and distributed to regiments. The prime cost of these was Rs.141 but the journey cost a lot, and the waiting about for ships took so long that it was Rs.516 by the time they were delivered. This included feeding often for as much as eight or nine months. Altogether Torin supplied 388 horses but the high price so frightened the Government that this agency was closed in 1794.

Meanwhile, after Campbell went home, the original agency in the Madras Presidency remained active. It passed into the hands of a capable officer, Cornet H. C. Montgomery, 1st Light Cavalry. As the work proceeded, it became evident that one man could not properly supervise the whole supply, so Captain Thomas Dallas was posted to Hyderabad to supervise that branch, while Montgomery at Arcot continued to work up the local supply and subsequently extended his operations from the Malabar coast to Cutch and Guzerat. He was able to introduce some improvements on Torin's system, for the latter brought down horses at the expense of the company, whereas Montgomery agreed with the merchants to bring them at their own risk and expense, and he paid for them on delivery at Cochin. This port was then in the hands of the Dutch. The Governor tried to bully Montgomery over the import and export duties, but that officer stoutly refused to be overawed and said that he well knew how to defend himself if necessary. A heated dispute followed, the result of which was that the landing place was transferred to Allepey and finally to Mangalore, as more suitable. A very large number of horses were handled along this route, sometimes over 500 a season.

The trust reposed by the Government in Montgomery, who was only a cornet at the time, may be judged by the fact that he was continually being sent sums of money up to Rs.100,000. He was once pursued when at sea, and nearly captured by the pirates of Savandroog,* and on another occasion they captured a shipload of horses. This agency continued to flourish up to 1802, when it was abolished.

Large as though these numbers appear, they were not sufficient. The war with Mysore, in 1791-2, had reduced our cavalry to a fraction of its strength, and Tippoo was also competing with us in the markets. Therefore every source of supply had to be exploited. The Dutch had taken the Isle of Delft from the Portuguese some time before this. The latter had founded a horse stud on it which was continued by the Dutch. When we captured the island we found there 251 horses of all sorts. Lieutenant Strachan was detailed to work this stud, which he did from November, 1795, till June, 1800, when it was sold off, possibly to Colonel Barbut, who had made an offer to buy it in February of that year. No details of the horses (if any) supplied by this stud have come to hand. Another stud appears to have existed in Ceylon and to have been operated about this time, but details are lacking.

All this time the agency in the Deccan was steadily providing horses. Captain Dallas, 1st Light Cavalry, was an officer with a great reputation. In the Mysore Wars he had been noted as a swordsman who had often accepted the challenges to single combat given by native horsemen and had killed many an opponent in this manner.† He was now to prove himself as good a man of business as he was skilful with his

* The activities of the inhabitants of this notorious stronghold form the subject of Biddulph's interesting book "The Pirates of Malabar."

† Wilk's Historical Sketches of the South of India, Vol. II, page 391.

"To approach within speaking distance of the flanking parties, was known by the enemy from experience to be safe for an individual horseman; as the soldiers were expressly prohibited from throwing away their fire: the conversation always assumed the character of contemptuous abuse, of a mode of warfare, which they stigmatised as unmanly, by excluding the exercise of individual prowess and skill; not infrequently would terminate in a general challenge to single combat. (*Footnote continued on page 84.*)

weapons. Buying at the famous fairs of Mallagong in December, and Craundkeery in March, he soon was able to procure good horses at the rate of three for Rs.1,000, while colts averaged Rs.204. He recommended a plan largely adopted by the local chiefs of buying colts and keeping them in nurseries till they were of serviceable age. He worked out a scheme for keeping one hundred colts near Arcot to be tended by the sons of troopers, who would later in life enlist in the cavalry, having acquired the rudiments of their profession in this way. This idea was taken up and accurate estimates of the cost have been found, but no information about the horses it produced has been discovered.

"There was in Sir Eyre Coote's Bodyguard, a young cavalry officer distinguished for superior military address ; on ordinary service, always foremost to the very verge of prudence, but never beyond it ; of physical strength seldom equalled ; on foot a figure for a sculptor ; when mounted "

" . . . he grew unto his seat,

And to such wondrous doing brought his horse

As he had been incorpored and deminatured

With the brave beast."

"In common with the rest of the Army, this officer had smiled at the recital of these absurd challenges ; but while reconnoitring on the flank of the column of march, one of them was personally addressed to himself by a horseman, who from dress and appearance, seemed to be of some distinction. He accepted the invitation, and the requisite precautions were mutually acceded to : they fought ; and he slew his antagonist. After this incident, the challenges were frequently addressed, not as formally to the whole army, but to Dallas whose name became speedily known to them : and whenever his duty admitted and his favourite horse was sufficiently fresh the invitations were accepted until the Mysoreans became weary of repetition. With a single exception the result was uniform. On that one occasion the combatants after several rounds feeling a respect for each other made a significant pause, mutually saluted and retired. As a fashion among the aspiring young officers, these adventures were not calculated for general adoption ; it was found that in single combat the address of a native horseman is seldom equalled by an European.

"Note on Dallas' horse.—This singular animal, besides the common duty of carrying his rider, exercised, when required and sometimes spontaneously, all the aggressive force with which he was furnished by nature ; and the Mysoreans, whose imaginations had added to the evidence of sight, would make enquiry regarding the extraordinary phenomenon of a gigantic figure mounted on a furious black horse of enormous size and destructive powers ; the stature of the man being just six feet, and that of the horse fourteen hands three inches and a half."

About this time, too, Montgomery, who did not approve of the nursery scheme advocated by Dallas, put forward a proposition to let out land on horse breeding terms, as has been successfully tried in the Punjaub of late years. Alternatively he offered to deliver 500 horses annually at Rs.410 each, 25 per cent. to be up to British cavalry standard. Neither of these plans appear to have been taken up.

Dallas and his successors continued to send large drafts of horses from the Deccan to Madras till July, 1796. During the period 1792-6, 1,474 horses had been supplied at the average price of Rs.342 each.

In the next year there was a lull in the remounting operations, but towards the end of 1798 the Government were feverishly preparing for the last Mysore War, in consequence of which, this agency was again opened. During 1799 about 800 more horses were sent from the Deccan. These averaged Rs.337 each.

In the three seasons, 1798-1801 the total amount spent by the Madras Government on horses from all sources, was Rs.1,419,864, but this figure includes the period of preparing for war, making good the wastage of war, and raising two new cavalry regiments after the war. After the storm of Seringapatam, on 4th May, 1799, about 3,000 of Tippoo's troop horses were captured, 500 of which were considered good enough for our cavalry and the remainder were presented to the Nizam, and used by him to mount his cavalry. The Resident at Hyderabad reported that most of them were inferior animals.

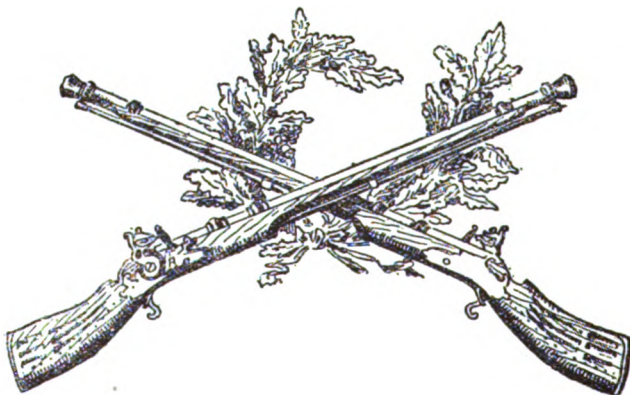
In reviewing the efforts of the Madras Government, one is impressed by the trust reposed in young officers and the great responsibility they accepted, often working alone with very large sums of money. They were generously rewarded by a handsome allowance of Rs.600 a month for their trouble, in addition to their pay.

The regulations, too, governing the selection of chargers by officers were modelled in a generous spirit. The price to them of a remount was Rs.600 on first appointment to the cavalry, or to make good a casualty, the result of the exigencies of the

service. In this case an allowance was also made. Officers were to have the first selection from a batch of remounts before they were distributed to corps.

The above notes bring the history of remounting by purchase up to March, 1802. Later on we shall find Lieutenant Blacker, 1st Light Cavalry, being despatched to Persia and Mesopotamia for horses, but enough has been said to give an idea of the difficulties met with in the early days of the company's cavalry and how they were tackled. From a casting roll of the 1st Light Cavalry, April, 1800, it appears that the horses were from 13 to 15 hands high.

The disadvantages of bringing remounts from afar and the probability of the supply being cut off in time of war must have presented themselves to the Government and may have been the cause of the founding, in April, 1795, of a stud at Ganjam, near Masulapatam on the east coast, by Lieutenant H. Evans of the Madras Infantry. This flourished exceedingly till 1812, when Evans died and it was abolished. The accounts of it are so full and so interesting that it deserves an article to itself.



PRECEPT AND PRECEDENT

By MAJOR J. GODDARD

THE lessons to be drawn from the costly mistakes or the quick perception of others are written large in the history of war. It is no easy matter, however, for the serving soldier, absorbed in the affairs of the moment, to find them, to ponder them and to apply them to a multitude of hypothetical cases, hardly one of which may arise in his lifetime. It is left to the student to search the past for the lessons buried in it and to disinter them for the benefit of his less leisured comrades ; to sift the debris of history for the salient facts and to lay them out in their true and logical sequence ; and, finally, to draw conclusions applicable to the conditions obtaining in his own day. It will be argued that modern scientific progress has reduced the value of the lessons of history ; this may appear true on the surface, but if the underlying principles of a case are sought out they will be found to be identical, whether one treats of the Elephants of Carthage or the Tanks of Cambrai. The apparatus and paraphernalia of war may vary, but the men who make it have changed but little.

And so, since the elementary formulæ are unchanged and the human equation in the problem remains as soluble—or insoluble—as ever it was, it would not seem out of place to take from the pages of history a few examples of outstanding military exploits to illustrate the maxims laid down for the guidance of warriors of the present day, briefly endeavouring to show that the courses of action indicated under certain conditions are not only based on the considered lessons of the past, but that they are the product of careful inductive reasoning from particular cases to general principles. It is the purpose of the series of articles of which the first appears below, to take, on each occasion, one rule particularly applicable to

cavalry, to examine it from this point of view, and to give a short account of one or two classic cases upon which it is founded.

I

THE MARCHING POWER OF CAVALRY

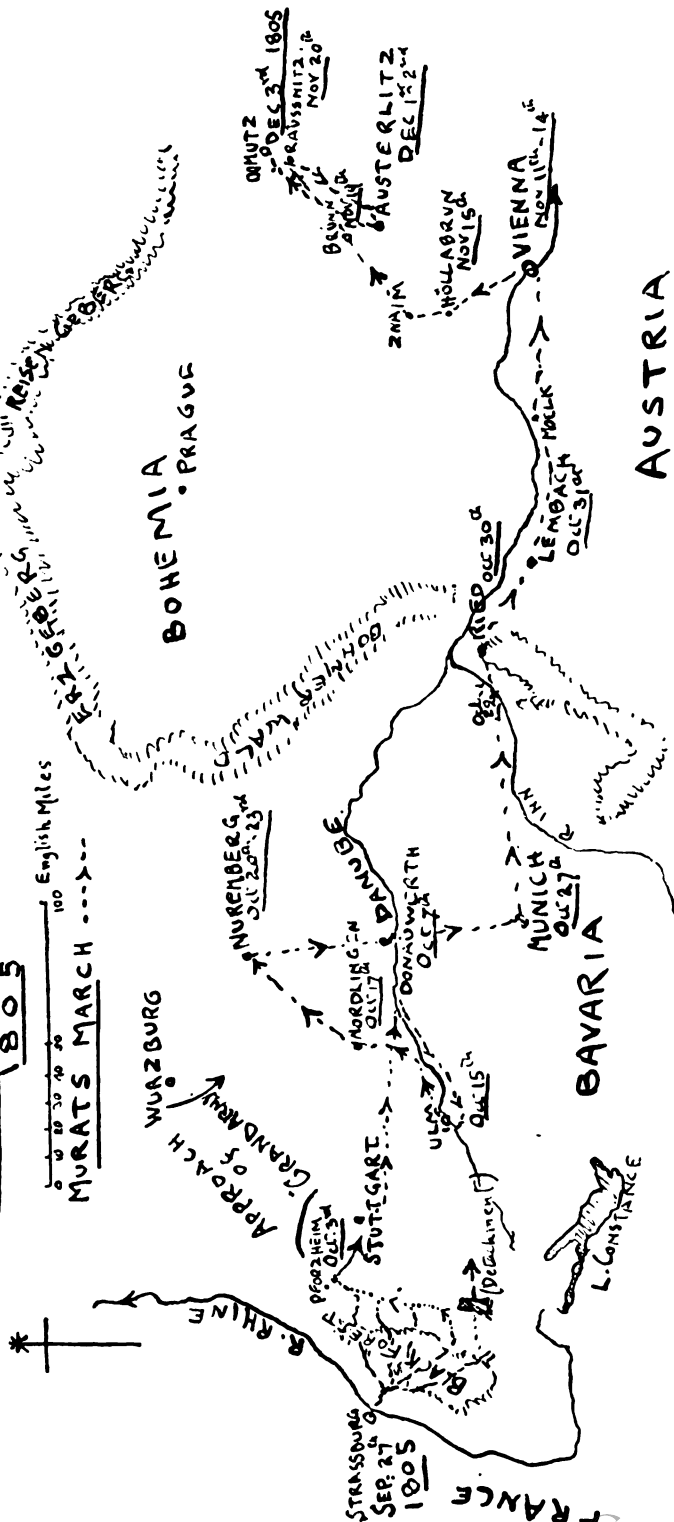
It is a first principle of cavalry leading that all ranks should appreciate to the full the essential importance of economy in horseflesh. On the part of the regimental officer and of the "other ranks" this is achieved by good horsemastership and continual watchfulness; but on the part of those in higher command it involves a grave responsibility to decide whether an occasion which calls for an apparently reckless use of horseflesh is one of real crisis or not. In the former case, demands may be made both of the horses and of the men which would be unjustifiable in the ordinary course of events. It is not within the province of this article to deal with motives; our objects of interest are the march itself, the conditions under which it was made, and the effect of it on the subsequent mobility and utility of the troops concerned. This attitude narrows the field to the consideration of the movements of independent bodies of mounted men or of cavalry corps, as such, operating under circumstances of special pressure; long marches made in company with a moving army, though interesting as tests of horsemastership, hardly fall within the category.

The all-important asset of speed has been, on many occasions, a supreme weapon in the hands of leaders who appreciated its value. Both Wellington and Napoleon assigned the highest value to the time-factor in war. It is a reiteration, but one which can never be too often repeated, that the latter won most of his campaigns by throwing the whole weight of his forces against a divided enemy—an enemy divided sometimes by his own slowness of foot, sometimes by Napoleon's brilliancy of manœuvre. The campaign of Austerlitz provides an example of how much a commander may ask of his soldiers in hard marching, of what it may accomplish, and of how much the success of a whole campaign may depend on the success and stamina of the cavalry. (Sketch 1.)

THE AUSTERLITZ CAMPAIGN 1805

0 10 20 30 40 50 60 70 80 90 100 English Miles

MURAT'S MARCH --->---



Sketch 1

In the autumn of 1805 the French Cavalry was a splendid machine, though short of horses, and in the coming campaign the Cavalry Corps was to be commanded by that Prince of Light Horsemen—Joachim Murat. Hot-headed, impulsive and a difficult colleague, he was none the less a magnificent leader, who could get the utmost value out of the weapon he wielded and the last ounce from the men he commanded. His corps was an independent force for covering the movements of the main army, for supplying shock action in battle, and for pursuit; to which end it was composed of two divisions of Cuirassiers, three of Dragoons and one of Light Cavalry—about 14,000 horsemen in all. Precise data are not available, but it may be taken that the heavy divisions rode about eighteen stone and the others about two stone lighter.

There is no space here to give even an outline of the campaign. It can only be said that Napoleon had entirely original views on the subject, to achieve which, firstly, the Austrian Command must be led to think that Napoleon was following conventional methods, and, secondly, must be kept from learning the truth at any price. Both these vital issues devolved on the Cavalry Corps.

Leaving Strassburg on 27th September, 1805, Murat's Corps moved through the Black Forest, clearing the defiles and throwing out a screen north and south until the hostile cavalry was so completely neutralised that Mack, the Austrian Commander-in-Chief, was, in his own words, "in a dream." A small force having been left in the south to keep up the fiction of an advance directly on Ulm, Murat drew off the bulk of his Corps to the north on 3rd October, having covered about 100 miles; he then moved on without drawing rein, to flank the march of the Grand Army as it turned south-eastward to the Danube. Donauwerth, on that river, was reached on 7th October, the second lap of 130 miles (as the crow flies) being traversed in four days. Patrol work had been continuous, and in the course of this march Murat complained that his horses were becoming tired. But the Emperor was inexorable; "Requisition horses where you can," he wrote,

“spare those which are out of condition by using for reconnaissance only those that are strong and in good condition . . . What is important to me is to have news.” The best part of 250 miles had been covered in ten days of continuous movement, but the first task of the cavalry had been accomplished—Mack’s communications were cut, and he himself was contained at Ulm in a state of hopeless indecision.

The next eight days brought a respite from forced marches, for during this period the Corps moved only some forty-five miles upstream. It was employed in securing crossings and closing the cordon around the unhappy Austrians ; but as two cavalry actions were fought during the period, there was not much rest. On 15th October the Corps completed the investment of Ulm from the south, and Mack surrendered on the 17th. But the second phase of its activities was about to begin.

On 14th October, before the trap closed on the luckless Mack, an Austrian force of some 18,000 of all arms had broken out to the north-east, and this column was now in full flight towards the Bohemian frontier. On the 16th Murat was let loose upon its track with two divisions of cavalry, while a force of infantry followed close to secure the spoils. Between the 16th and 20th (inclusive) he covered 100 miles with the cavalry, hunting the fugitives from the Danube to Nordlingen—where most of them surrendered—and to Nuremberg ; but the roads beyond the latter place were awful and his horses were absolutely done, so there, on the 20th, he called off the pursuit and 3,000 cavalry escaped into Bohemia—the pitiful remnant of the 60,000 men with whom Mack had started his campaign. In five days Murat had taken 15,000 prisoners, 128 guns and much other booty. At Nuremberg the Corps received orders to rejoin the Grand Army at Munich. Murat gave his men one clear day’s rest, replacing the horses which were absolutely foundered by those captured from the enemy, and turned back to Munich on the 23rd—a march of 105 miles. There, on the 27th, he got his orders for the next phase of the operations—the pursuit of the Russian Army for which Mack had waited in vain. The Cavalry Corps had covered well over 500 miles in a month.

On 28th October Murat set off from Munich to follow up Kutusoff's retiring Russians with a Cuirassier Division, a Division of Dragoons and a Light Cavalry Division. Passing the river Inn next day, he came up with the Russian rearguard posted at Ried on the 30th, charged it on sight, and broke it. After another successful action he arrived at Lembach on the 31st—120 miles in four days. For the next ten days his cavalry hung on to the retreating foe, harassing him continually, until the western suburbs of Vienna were reached on 11th November. Since the first of the month the Corps had covered another 100 miles. On the 14th the Emperor sent it off again to recover contact with the Russians, which was accomplished at Höllabrun—thirty miles to the north—next day; and Kutusoff was held in touch until he reached Olmutz—another 100 miles—on the 20th, where he was heavily reinforced.

Kutusoff now turned south again and Napoleon caused the Cavalry Corps to fall back before him as he moved slowly down to his fate, so it had easy marching for the next few days. On 2nd December the hostile armies met at Austerlitz, where the Austro-Russian allies were completely crushed. The battle is no immediate concern of this article, but one vital fact does emerge from the statistics of it:—The French brought to the field 15,000 horsemen, including divisional cavalry, which figure represents roughly two-thirds of the cavalry strength with which they had commenced the campaign. This is the measure of the wastage *before* the battle and, considering the conditions, it was sufficiently heavy. However, in the battle itself the Corps was in good enough fettle to bear its part in the victory, but at the end of the day horses and men alike were too exhausted to follow up the flying foe. Next day Murat set off with a part of it and chased some of them forty miles to Olmutz, where the news of the armistice overtook him. The campaign was over.

In sixty-seven days the Cavalry Corps had marched over 950 miles, had fought in one pitched battle, sixteen lesser actions and innumerable skirmishes; it was, in the beginning,

responsible for the success of the strategic plan and fulfilled its trust ; it was able, at the very end of the campaign, to take a decisive part in the crowning action—truly a wonderful performance in a campaign that was won by marching. The wear and tear on horses and men had been severe, for the roads were bad and the weather, towards the end, very hard. But the game was won :—“ And the Game is more than the Player of the Game. . . .” to apply our Kipling to an entirely different context ! Over the whole campaign the Corps had made an average of nearly fifteen miles a day—or twenty-one miles a day, excluding days halted or on outpost—and had been the whole time in contact with the enemy, so that the men had little rest. From the nature of the operations it must have moved at an uneven pace, and march discipline was none too strict ; hence the fate of the horse was very much in the hands of the individual trooper and heavy horse casualties ensued. But for captures, the proportion of effective horsemen at Austerlitz would have been much lower. Probably there were a number of unfit horses in the ranks at the beginning of the campaign, for the Emperor was short of several thousands at the start. As the operations took place in a rich agricultural area, though in parts sparsely populated, and it was the French practice to “ live on the country,” transport and supply questions did not bulk largely, save in the matter of ammunition. There was no shortage of water. These points deserve to be noted, as they are of comparative interest.

Just a year later, Murat commanded the Cavalry Corps in the Jena Campaign. The pursuit after this battle is a classic case which must be reserved for special treatment on another occasion ; but it must be mentioned in passing, as the Corps, under similar conditions to those which had obtained in the Austerlitz Campaign, covered 500 miles in twenty-four days, making, on occasions, marches of between forty and fifty miles at a stretch. Between the opening of the campaign on the 7th October, 1806, and Jena, on the 14th, the Corps screened the advance of the Grand Army, penetrating almost to

Leipzig. It had to march hard and fast in order to concentrate on the battlefield, and at the end of the day it was launched at once on the famous pursuit. In the first phase of the operations the Corps covered 120 miles in seven days, including two actions and a forced march of thirty miles to the battle ; in the second phase, 500 miles in twenty-four days ; in all, 620 miles in thirty-one days. Neither horse nor man was spared, and the Corps carried out its work with such terrible efficiency that the fugitive Prussian armies ceased to exist ; but when it rejoined the Grand Army at Berlin, after a return march of another 150 miles, many of the regiments were so much used up that they could not be taken on the ensuing Eylau Campaign, while those that were thought fit to go had to be entirely remounted on captured German horses.

The half-century which followed the close of the Napoleonic Wars is somewhat barren of notable instances of cavalry movement in the field. The Crimean War was lacking in cavalry actions, except for two spectacular shock encounters which bear not at all on the question of mobility ; the Austro-Italian War of 1859 showed nothing except how cavalry can be mishandled. Then came the American Civil War, which offers useful illustrations of the employment of the mounted arm, and of the revival of some of its older legitimate functions.

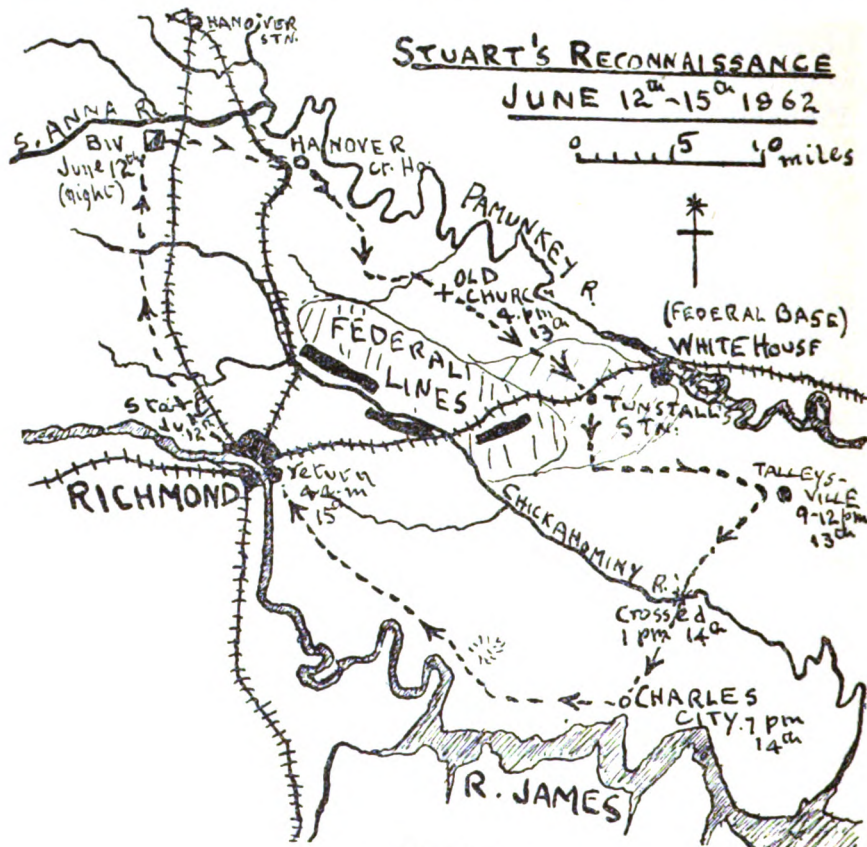
Except for a very few regular regiments, which remained in the service of the Federal Government, the cavalry of both armies was improvised on the outbreak of war ; however, in these newly-raised forces, a considerable number of the officers had been regular soldiers before the secession. Among the lessons in the use and abuse of mounted troops which this war provides, it holds out a prominent warning against sending into the field slightly trained men, hardly capable of looking after themselves and quite incapable of looking after their horses ; the horse casualties from this cause were enormous. The Confederate Cavalry had the advantage of being better accustomed to horses, of knowing the country in which they were fighting and, generally speaking, were better led. On the Federal side the cavalry was wastefully employed, sometimes

being used up in spectacular raids which affected the general military situation but slightly, sometimes being worn out by sheer bad handling. Perhaps the greatest warning under the latter heading is contained in Pope's misuse of his cavalry in the Second Manassas Campaign; by sending brigades to do the work of patrols, by harassing his regiments with conflicting orders, and by entirely neglecting the physical wants of man and beast, he wore out his horses to such an extent that at the crisis of the operations half his regiments were dismounted.

Probably the most famous cavalry exploit of the whole war was the ride of Stuart's little force round the Federal Army which was endeavouring to invest Richmond in 1862. In the early summer of that year, McClellan, with 105,000 Federal troops, lay within sight of the Confederate capital, awaiting reinforcements to complete the investment. To strike him on his right flank before they arrived was Lee's object; to do so the exact strength and limits of that flank must be known to the Confederate General, and the task of obtaining the necessary information was entrusted to General J. E. B. Stuart, the most celebrated cavalry leader of the Civil War. Stuart, with 1,200 horsemen, rode completely round a hostile army over 100,000 strong—an exploit then unique, and now famous for all time. (Sketch 2.)

Early on the 12th June, 1862, Stuart's force of 1,200 cavalry and two guns moved northward out of Richmond, sweeping wide of McClellan's outpost line unobserved and making twenty-two miles before bivouacing for the night. At dawn next day he turned east for eight miles and then struck south-east into the very heart of the Federal lines, riding down the astonished picquets and patrols that essayed to stop him and disappearing again before they were well aware of what was happening. By 4 p.m. he was twenty miles from his bivouac of the previous night and had established the fact that McClellan's right wing extended but a short way north of the river, and that it was completely vulnerable; this was the information that Lee wanted, but it was quite another matter to get it back to him, for the country in rear was

swarming like a disturbed wasps' nest, and the state of the rivers—swollen by the recent rains—made a detour impossible. To return by the way he had come was impossible, so Stuart adopted the simple but daring expedient of pushing on, so as to leave the Federal lines by the opposite flank to that by which he had entered! Keeping still east, the column rode



Sketch 2

another ten miles, sacked and burnt Tunstall's Station and its sidings full of Federal stores, then turned south-east again for another eight miles to Talleyville, where it halted at 9 p m., having covered thirty-six miles since the morning. A brief three hours' rest and the men were in the saddle again, striking south for the Chickahominy, twelve miles away, which was

reached at dawn on the 14th—darkness and wooded country made progress slow at this stage. The river being reached, a serious situation developed ; the floods were out, the ford at Forge Bridge was impassable, and the daring little force was in imminent danger of capture. In the nick of time a partially destroyed bridge was found a mile down stream, and the men were set to repair it so as to get the guns over ; this was safely accomplished by mid-day, and the gallant band reached the south bank of the river, firing the bridge behind them in the face of the pursuing Federals. Seven miles more brought them to comparative safety, and the force was given five hours' rest. Moving again at midnight, the column started on its last stage of thirty miles back to Richmond, which was reached at 4 a.m. on 15th June.

The total distance traversed by Stuart's force was 110 miles, and this was covered in seventy hours gross time, out of which the horses and men were actually on the move for forty-four hours, the last ninety miles of the march being done in thirty hours. Although the men were thirty-six hours in the saddle over 13th and 14th June, both horses and men were quite fit again in a few days. The cost of the expedition was one officer killed ; otherwise neither a horse nor a man was left behind—in fact the column returned with 150 captured horses to the good—while the result achieved was immense. The exact extent of the hostile position was determined and the way was opened to the campaign which was to relieve Richmond.

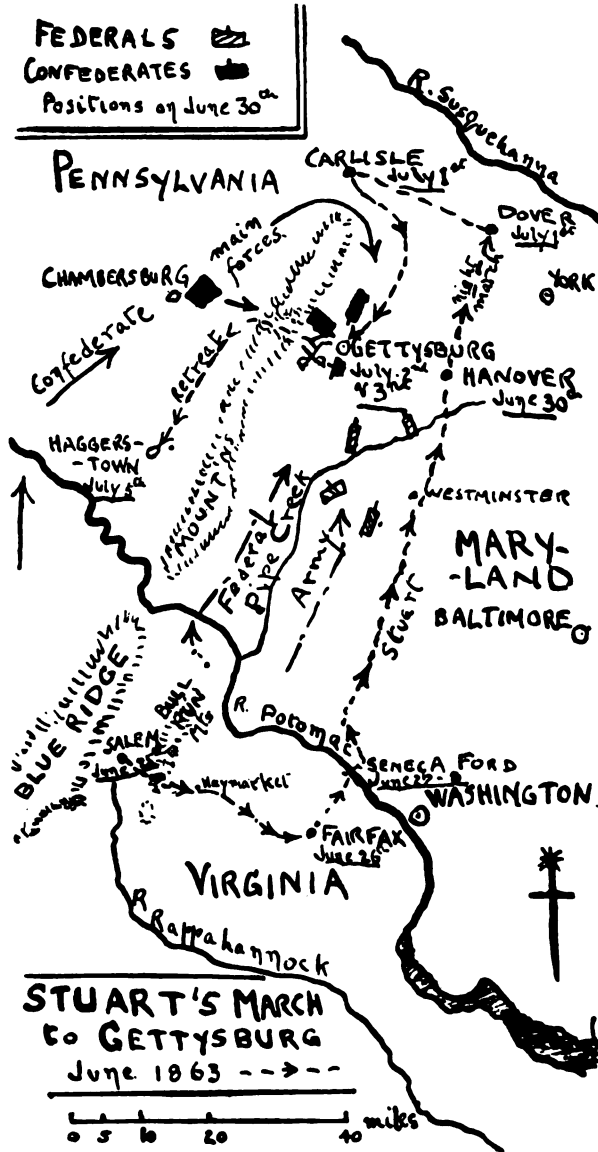
In considering the movements of the Confederate troopers, it must be borne in mind that they rode light—probably not much over fourteen stone—that their equipment and saddlery were of the simplest and that they lived from hand to mouth, either on captures or on the country. At this time of the year horses were largely grass fed, they got corn when it could be foraged or captured ; incidentally, the Confederate trooper supplied his own mount.

In the following year Stuart was in command of a cavalry force which made another remarkable march. Being then on outpost west of the Bull Run Mountains, his force of three

brigades of cavalry and six guns was ordered to join the right of the Confederate Army in Pennsylvania and to move on its objective round the rear of the Federal Army which was covering Washington. The division concentrated near Salem on 24th June, 1863; the men carried three days' rations, but no wheeled transport moved with it save ammunition wagons and ambulances. At 1 a.m. on the 25th June it moved silently from its bivouac and before dawn had passed the Bull Run Mountains unobserved by the Federal picquets; then a wide detour had to be made to avoid hostile forces before turning northwards to the Potomac, but this river was safely passed on the 27th. So far, fifty miles had been covered. A raid was made on the Federal stores near the river and, accompanied now by a train of captured wagons, Stuart moved north again on the 28th. On the 30th he was at Hanover, 70 miles from the Potomac, whence a night march of twenty-two miles brought him to Dover on the 1st July. Here he learnt that the Corps with which he should have joined up had marched westward, so after a short halt he pressed on again, reaching Carlisle (twenty-two miles) the same evening. Hardly had the weary troopers lain down to sleep when an urgent despatch arrived from the Commander-in-Chief recalling the Corps to Gettysburg, and an immediate start was made for the scene of action. After another thirty-mile march, the Corps arrived on the battlefield on the afternoon of the 2nd July, having covered well over 200 miles in eight days—an average of nearly twenty-nine miles a day for each day on the move. In spite of this, it was in sufficient condition to bear its part in the third day of Gettysburg, to cover the retirement of the defeated Confederates, and to administer a severe check to the pursuing Federal cavalry at Hagerstown, after forty miles of retreat, on the 5th July; after this the retirement was unmolested. There is no measure of the horse casualties on this march, but one of Stuart's officers has left it on record that the horsemastership, as a rule, was bad, and that the men were careless. Allowing for extra rations and ammunition—and

also plunder—carried, the troopers probably rode between fifteen and sixteen stone. (Sketch 3.)

Marching urgently to the same battle, but by a more direct and unopposed route, another Confederate cavalry



Sketch 3

brigade covered ninety miles in three days, arriving on the last day of the battle.

The marches which have been examined up to the present have been free from the greatest of all causes of horse wastage—thirst. The effect of this was terribly apparent during the march of the Cavalry Division, under General French, to the relief of Kimberley in February, 1900. The circumstances are too recent to need recapitulation, except to recall that the Magersfontein position had been proved impervious to frontal attack, and that a wide turning movement became necessary to displace Cronje from it and open up the way to Kimberley. Such a movement by the eastern flank promised the best results, for not only would it cut Cronje's lines of communication, but also the rolling downlands of the Free State were favourable to the manœuvres of cavalry. That February is the hottest month of the year ; that the soil of the veldt was loose and abominably dusty ; that water—even in the rivers—was alarmingly scarce ; that no rain had fallen for weeks, so that there was no herbage for the native-bred oxen, much less for the far more fastidious English cavalry horses ; these were all points of special difficulty which must be remembered in connection with the march. In addition, the direction of it was partially determined by the fact that the banks of the Modder and Riet Rivers, which lay across the path of the Division, were so rugged that the wheeled transport could only cross them at certain well-defined points. With the exception of one, none of the regiments which took part in the march had been three months in the country, so there had been little chance for the horses to become hardened to the severe campaigning conditions. (Sketch 4.)

On 11th February, 1900, the Division, consisting of three cavalry brigades and seven batteries of R.H.A., in all a little over 5,000 mounted men, moved up from the bivouacs at Enslin to the point of concentration at Ramdam. Six days' rations and five days' forage were carried as follows :

Three full days of each in the Supply Columns ;

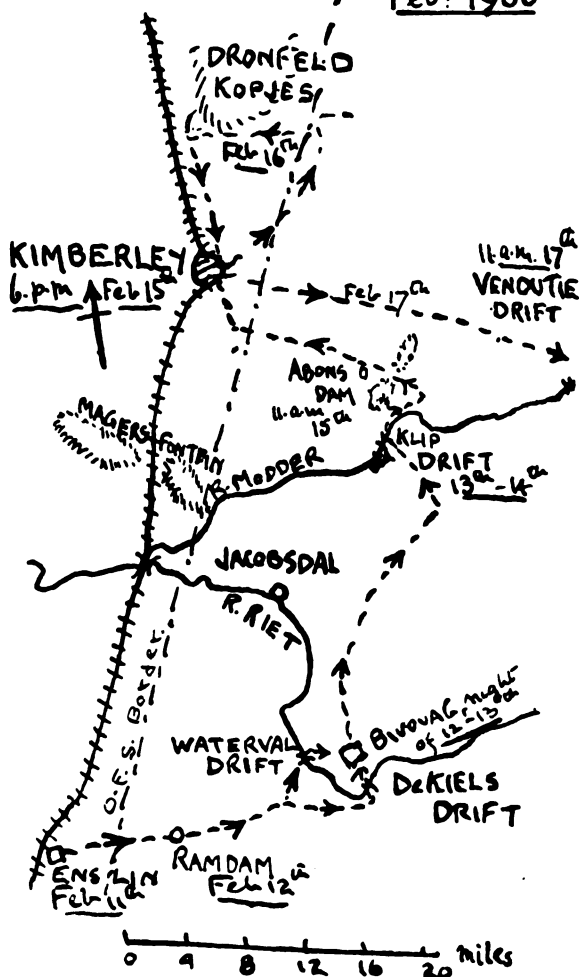
Two days' rations and one day's forage in Regimental Reserves ;

One day's rations and two days' forage on the horses.

Five per cent. of led horses accompanied the Division as reserves. With the equipment, ammunition and extra rations, the weight carried on the individual horse was at least seventeen stone—probably nearer eighteen stone.

MARCH of the CAVALRY DIV. to KIMBERLEY

Feb. 1900



Sketch 4

At 2 a.m. on the 12th February the Division left Ramdam and marched twelve miles to secure the crossings of the Riet, which were found to be held; the enemy were dislodged and the crossing accomplished by noon, after which the Division concentrated on the north bank of the river and bivouacked. Already the horses were showing signs of fatigue. The start next day was terribly delayed by the appalling congestion of transport at the drifts and, to enable some progress to be made, the led horses were loaded up with supplies in sacks—a very tiring dead load. After hanging about for hours saddled up, the Division got away about 10.30 a.m., and started on a waterless march of twenty-five miles in the scorching summer heat to Klip Drift, on the Modder, which was reached and secured at 5 p.m. after a slight action. The day had cost three casualties from rifle fire, but forty horses had dropped dead on the way and only one out of the seven batteries finished with the Division. The 14th was spent holding Klip Drift until the infantry arrived, and the advance was ordered to be resumed on the 15th; but by this time the horses were collapsing right and left—326 more were reported “foundered” in the Division, and those of the ammunition columns had to be taken for the guns in order to make a move possible. Only two days’ supplies were now available, as the Supply Columns had not caught up. Nevertheless, the Division started again at 9.30 a.m. on the 15th, and within an hour there occurred the famous gallop through the Nek near Abon’s Dam, concerning which it may be noted that the leading regiments, although ordered to go “at full speed” could hardly get twelve miles an hour out of their horses. The attempted pursuit of the enemy was fruitless; for the British troopers, riding seventeen stone on weak and blown horses were hopelessly left behind by the Boers, riding at fourteen stone on fresh ponies! This was the last action on the way and the Division completed the twenty-two miles to Kimberley by 6 p.m.; but the horses of all three brigades were utterly done up and, this time, the supply trains had to be robbed of their animals to get the guns in. Out of a little over 5,000 horses with

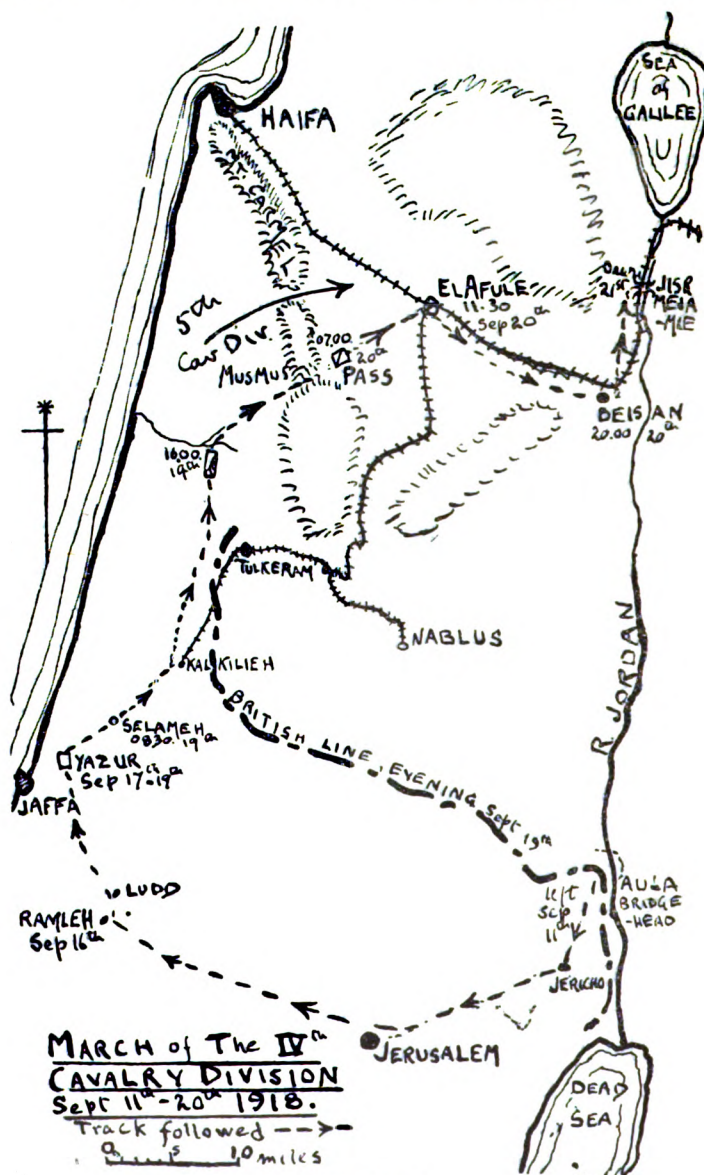
which the Division had started, over 650 had been left on the way—a loss of 13 per cent. in horseflesh in comparison with a loss of 4 per cent. human casualties. The distance covered so far was just 100 miles.

But this was not the end. Next day (16th) the Division was ordered out for the attack on the Dronfeld position and covered twenty miles, which accounted for many more horses from exhaustion. At the end of this day one regiment, which had started the march from Enslin with 422 horses, had 105 fit for duty—75 per cent. casualties! On the night of the 16th, General French received the belated orders to throw his Division across the line of Cronje's retreat, and he duly started from Kimberley next morning to carry them out, but of the 5,000 horsemen who had started from Enslin he could muster but 1,500 to go with him. The stroke was, however, successful; starting at 4.30 a.m. on the 17th, the column overtook Cronje at Vendutie Drift about 11 a.m. after a march of thirty miles, and pinned him down at Paardeberg.

Between the 11th and the 17th February the Cavalry Division had marched 150 miles, with only one day's halt, an average of twenty-five miles a day; but on the last day of the march the horse casualties had risen to 70 per cent. and another day would have seen them very nearly at 100 per cent. It is admitted that a large number of the horses recovered in a moderately short space of time, but the fact remains that the Division was so hard worked and badly cared for that at the end of only one week it could scarcely raise either the physical or the numerical strength to perform the vital duty required of it. The veterinary returns are very decisive on the point of the cause of the losses, the Official History even more so; the former states that between the 11th February and the 13th March, 2,167 horses of the Cavalry Division died or became non-effective on account of "hard and continuous work on short rations," while the latter admits that "the loss of horses was due to the great heat, lack of water, and to bad horsemastership."

For the complete contrast to the example just considered,

let us examine the march of the 4th Cavalry Division to and in the battle of Sharon in the Palestine Campaign of September, 1918. The march itself has been admirably described in the "History of the Scinde Horse," and it is by the courtesy of



Sketch 5

Colonel Maunsell, the author of it, that the following details and Sketch (No. 5) of the movement are reproduced.

The 36th, Jacob's Horse, formed part of the 11th Cavalry Brigade and, in September, 1918, was on outpost at the bridge-head above Jericho. On the night of 11th September the Brigade started for the concentration area, near Jaffa, the 10th Brigade joining the march at Jericho. The movement to the concentration area was made entirely by night marches, as the enemy had to be kept in ignorance of the events to come ; but this method of progress was trying for the men, as they had to march by night and still feed and water next day. At Ramleh all great-coats, extra picqueting gear and spare blankets were left behind, and the men were issued with three days' rations and 21 lbs. of corn, carried in sandbags over the front of the saddle ; by this judicious re-arrangement of weights they still contrived to keep down to a seventeen stone load. Moving on again on the night of the 17th, the seventy miles to the concentration area at Yazur was completed in the week.

At dawn on the 19th the battle of Sharon began. The Division assembled at Selameh, five miles from Yazur, at 7 a.m. and at 8.30 was let loose on its ride round the Turkish flank. By 4 p.m. twenty-two miles had been made over the flat, dusty, waterless plain of Sharon and then a halt was called for five-and-a-half hours to rest, feed and water the horses. Marching again in the darkness, the difficult Musmus pass was negotiated during the night, after some delay occasioned by loss of direction ; at the eastern exit of the pass, another chance was found to feed and water early in the morning, after which the Division reached and secured the Railway Junction of El Afule by 9.30 a.m. on the 20th—forty-four miles in twenty-five hours. Two hours halt, and the horsemen pressed on to Beisan and thence to the Jisr Mejamie Bridge over the Jordan, sixty-eight miles from the point of assembly, which was reached thirty-five hours from the start of the operations. The performance cannot be better summed up than in Colonel Maunsell's own words :

“Within 36 hours of Zero the encirclement of the Turkish armies west of the Jordan was complete. All bolt-holes except the Hedjaz Railway were stopped and the Turks, for the most part, were quite unaware of the fact. . . . The 10th Cavalry Brigade lost 15 horses all told. Jacob’s Horse, which had done a great amount of extra work after passing through the enemy lines, lost four horses and the 29th Lancers, one. The 10th and 11th Cavalry Brigades had had only two full nights rest after leaving the Valley on the 11th of September, nine nights before, and must have covered some 150 miles in that period. They had had no rest at all the last three nights. When one bears in mind that neither horses nor men were in too hard condition at the start, it may reasonably be claimed that these marches were a feat of arms which will take its place for ever as an example of the capacity of Cavalry for sustained movement.”

The length of the march may not be a record, but the figure of wastage is the minimum ever attained ; and this wonderful achievement testifies to the excellent march discipline and horsemastership prevailing among the troops which took part in it. When the statistics are compared with those of the march from Enslin to Kimberley and Paardeberg in February, 1900, there is much food for thought, for conditions of distance, time, climate and country were similar ; perhaps the greatest point of difference is that while General French’s march was undertaken at the outset of a campaign upon which we embarked with some idea that our methods did not leave much to be desired, the Sharon march came at the end of four years of bitter lessons in warfare, some of which, mercifully, had borne fruit. The stamina of men and horses depends largely on ministering, as far as the conditions of war allow, to their creature comforts ; this involves great attention to organization and detail but, as Napoleon said, there is no such thing as detail in war.

NOTES

MINUTES OF THE CAVALRY JOURNAL COMMITTEE
*held in the Council Room of the Royal United Service Institution,
 Whitehall, at 12 noon, on 24th November, 1926*

PRESENT :

Field-Marshal Viscount Allenby, G.C.M.G., G.C.B. (in the Chair).

General Sir P. W. Chetwode, Bart., K.C.B., K.C.M.G., D.S.O.

Major-General T. T. Pitman, C.B., C.M.G.

Lieut.-Colonel Sir Arthur Leetham, K.C.V.O., C.M.G.

Colonel R. J. P. Anderson, C.M.G., D.S.O.

Colonel F. H. D. C. Whitmore, C.M.G., D.S.O., T.D.

Colonel W. W. Jelf, C.M.G., D.S.O.

Colonel Commandant A. E. W. Harman, C.B., D.S.O.

Captain O. J. F. Fooks (Editor).

- (1) The minutes of the last meeting were read and signed.
- (2) The Statement of Accounts for the year was examined and passed, and considered as most satisfactory, and the Managing Editor undertook to circulate forthwith copies of these accounts to the Commanding Officers of Cavalry Units. The accounts show a balance credit of £1,356.
- (3) A vote of thanks to the following voluntary contributors during the past year, who were not on the staff of the JOURNAL, was proposed by Major-General T. T. Pitman, C.B., C.M.G. and seconded by Colonel Commandant A. E. W. Harman, C.B., D.S.O., and carried unanimously :
 Major-General Sir N. M. Smyth, V.C., K.C.B. ; Major-General Sir Percy Hambro, K.B.E., C.B., C.M.G., General Staff, Aldershot ; Brig.-General Lord St. Levan, C.V.O., C.B. ; Colonel C. B. Dashwood Strettell, 11th P.A.V.O.

Cavalry F.F. ; Colonel A. Campbell Ross, 13th D.C.O. Lancers ; Colonel E. B. Maunsell, late 14th P.W.O. Scinde Horse ; Colonel F. E. Bryant, C.M.G., D.S.O. ; Colonel W. D. Croft, C.M.G., D.S.O., Royal Tank Corps ; Colonel W. H. Bell, Royal Canadian Dragoons ; Major Oskar Teichman, D.S.O., M.C., T.D., R.A.M.C., T.A. ; Major Hon. F. A. Nicholson, M.C., late 15th Hussars ; Major Ardern Beaman, D.S.O., Royal Gloucestershire Hussars ; Major Hon. R. A. Addington, 8th K.G.O. Light Cavalry ; Major H. A. B. Johnson, 8th K.G.O. Light Cavalry ; Major T. Preston, M.C., Yorkshire Hussars ; Group Captain P. F. M. Fellowes, D.S.O., Royal Air Force ; Captain G. A. S. Spottiswoode, 7th Light Cavalry ; Captain R. P. L. Ranking, M.C., Gardner's Horse ; Captain J. Scott Cockburn, 4th Hussars ; Captain C. F. Marriott, 20th Lancers ; Captain W. Shakespeare, North Somerset Yeomanry ; Captain K. G. W. Shennon, Royal Horse Guards ; Captain W. A. C. Wilkinson, M.C., Coldstream Guards ; F. J. Hudleston, Esq., C.B.E., Librarian, War Office ; F. I. Pitman, Esq. ; Mrs. Atkinson.

- (4) It was also proposed by Major-General T. T. Pitman and carried unanimously that a special vote of thanks be accorded to Major R. H. O. Hanbury, M.C., for having kindly undertaken the duties of Editor of the JOURNAL for the past three years.
- (5) It was proposed by Lieut.-Colonel Sir Arthur Leetham and seconded by Colonel R. J. P. Anderson, and carried unanimously, that the Secretary (Mr. A. N. A. Pinhey) should be voted a gratuity of £10, and the Clerk (Mr. G. W. Hook), £3.
- (6) It was proposed by General Sir Philip Chetwode and seconded by Lieut.-Colonel Sir Arthur Leetham, that a vote of thanks be accorded to Field Marshal Viscount Allenby for having kindly undertaken to preside at this meeting.

PAYMENT FOR ARTICLES PUBLISHED

The Committee of the CAVALRY JOURNAL, at their meeting held at the Royal United Service Institution on 25th November, 1926, decided to grant payment to contributors (if so desired) at the discretion of the Editor, who will be glad to receive articles of a suitable nature.

All contributions should be typewritten.

REGIMENTAL ALLIANCES

The King has approved of the following Regimental Alliances :

The 5th New Zealand Mounted Rifles (Otago Hussars), to the 16/5th Lancers.

The 1st New Zealand Mounted Rifles (Canterbury Yeomanry Cavalry), to the 12th Royal Lancers (Prince of Wales's).

EX-CAVALRYMEN'S ASSOCIATION

Number of men registered and placed in Employment since the Association started to 31st October, 1926 :

TABLE "A." SUMMARY.

Number of Men registered since the commencement of the Association	1,378
Number of Men placed in Employment	817
Number of Men struck off Register for various reasons	204
	<hr/> 1,021
Still remaining to be placed	*357

* This includes about 130 who are well on in years and who are in other ways unemployable.

TABLE "B." BY REGIMENTS.

	<i>Registered.</i>	<i>Employed.</i>
Life Guards	13	7
R.H.G. (Blues)	26	22
1st King's Dragoon Guards	30	18
Queen's Bays	36	17
3/6th Dragoon Guards	56	41
4/7th Dragoon Guards	63	33
1st Royals	41	27
Royal Scots Greys . . .	33	26
3rd Hussars	82	52

					<i>Registered.</i>	<i>Employed.</i>
4th Hussars	..	..	..	..	70	45
5/6th Dragoons	..	..	..	..	63	34
7th Hussars	..	..	..	..	74	39
8th Hussars	..	..	..	..	89	48
9th Lancers ..	..	..	..	..	48	33
10th Hussars	..	..	..	..	44	28
11th Hussars	..	..	..	..	109	72
12th Lancers	..	..	..	..	49	22
13/18th Hussars	..	..	..	..	79	45
14/20th Hussars	..	..	..	..	56	26
15/19th Hussars	..	..	..	..	42	23
16/5th Lancers	..	..	..	..	193	114
17/21st Lancers	..	..	..	..	82	40
					<hr/> 1,378 <hr/>	<hr/> 817 <hr/>

HOME MAGAZINES, &C.

The Editor acknowledges with thanks the receipt of the following journals :

TITLE.	DATE.
<i>Ypres Times</i>	October, 1926.
<i>Royal Tank Corps Journal</i>	Oct. and Nov., 1926.
<i>The White Lancer</i>	October, 1926.
<i>Artists' Rifles Journal</i>	Autumn No., 1926.
<i>The Royal Engineers' Journal</i>	September, 1926.
<i>Journal of the Royal Army Medical Corps</i>	Sept., Oct. and Nov., 1926.
<i>The Fighting Forces</i>	July and Oct., 1926.
<i>The Wasp</i>	October, 1926.
<i>R.A.S.C. Quarterly</i>	October, 1926.
<i>The Veterinary Journal</i>	November, 1926.
<i>On the March</i>	November, 1926.
<i>The Military Gazette</i>	August, 1926.
<i>Faugh-a-Ballagh</i>	October, 1926.

THE EAST ANGLIAN EX-CAVALRY AND AUXILIARY
CAVALRYMEN'S ASSOCIATION DINNER

A successful annual dinner of the above Association was held at the Haymarket Restaurant, Norwich, on 25th October, 1926. Earl Haig, who was unable to be present, wired "Best wishes for pleasant evening and success to your organization, but every member must uphold principles for which British Legion exists and promote unity among all classes"; and

Lord Allenby wrote expressing his good wishes for the continuous prosperity of the Association and success in its valuable work.

Captain L. W. Lloyd, 21st Lancers, presided, and there was a large attendance of members and visitors representative of the fighting services and ex-service organizations.

Following the observance of a two minutes' silence in memory of fallen comrades, the toast of "The Cavalry Association" was proposed by Dr. Pope, who, in referring to the way in which they had stood true to their ideals despite every discouragement, urged them to remain in close comradeship and to pass on those traditions to all with whom they came into contact.

In response, Mr. Whelan drew attention to the war record of the cavalry and proceeded to give details of the pensions, etc., that had been secured. He stated that £600 had been obtained and expended in relief for members, and that the Association wanted to form a club, which according to his information would cost £3,000.

Captain Lloyd appealed to all present to assist in the sale of emblems on Poppy Day, remarked on the progress that had been made in enlisting members for the Association in the country, and concluded with a reference to the good work performed by Mr. W. Jex as chairman and latterly secretary of the Association.

OFFICERS' PROMOTION EXAMINATIONS

It is stated in an Army Order on Officers' Promotion Examinations that where the campaign to be studied for the Military History paper consists of general and special periods, candidates will be required to have a knowledge of the tactics employed in the special period, while questions on the general period will be mainly of a strategical nature. Normally 75 per cent. of the questions for captains will be taken from the general period, and 75 per cent. of the questions for lieutenants from the special period.

OFFICERS' TRAINING CORPS

The formation of a contingent of the Junior Division, Officers' Training Corps, at Magdalen College School, Oxford, has been approved. The title of the contingent of the Senior Division, furnished by Reading University College, is to be changed to "University of Reading," consequent on the grant of a University Charter to that College.

SCHOLARSHIPS FOR ARMY OFFICERS

The following officers appointed to Commissions in the Regular Army from the Royal Military Academy, Woolwich, the Royal Military College, Sandhurst, and Cambridge University, have been awarded scholarships under the scheme for half-yearly awards introduced by the Army Council in 1924 :

From Cambridge University.—Second Lieut. Eric Horace Tyrrell Martin, 16/5th Lancers.

WEST INDIA REGIMENT TO BE DISBANDED

It is announced in Army Orders that the King has approved, with regret, the disbandment of the Corps of the West India Regiment.

Officers will return to Great Britain as soon as they can be spared and will then be posted to their British regiments, to be absorbed in the establishment of these regiments at the first opportunity.

British soldiers of the disbanded regiment, who are discharged prior to the termination of their engagements will be granted compensation in addition to the pension for which they may be eligible.

Native personnel will get twenty-eight days' leave with full pay and ration allowance, the deferred pay earned up to the date of compulsory discharge, a gratuity in respect of unexpired colour service, and pay and allowances for a certain period after discharge calculated, in each case, on the amount of unexpired colour service. A native soldier serving in the reserve will receive a gratuity of 16s. 8d. for each complete year or part of a year of unexpired reserve service at the date of discharge.

MEMORIAL TO FIELD-MARSHAL EARL YPRES, K.P., &c.

Field-Marshal The Earl of Ypres, whom we all like to think of best as Sir John French (of Kimberley fame), afterwards the great leader who trained the Old Contemptibles for the greatest war in history, will never be forgotten wherever "true glory strikes roots and spreads" in the British Empire. The retreat from Mons and the battle of the Marne, looked at in the best light we have, were as great in what they achieved and, above all, in what they prevented as any of the great battles of the world. It was especially in connection with the Defence of Ypres and the protection of the Channel Ports, which had to be continued during the long years of unceasing warfare when this country placed five million men in the field, that the Field-Marshal will ever be remembered. There is no doubt that it was Lord French's wish that any memorial which was to be erected to him as Commander-in-Chief of the British Forces in the Field should be erected at Ypres, the ancient town from which he took his highest title and with which he associated himself in so close a way during the last years of his life.

We owe it to Violet, Duchess of Rutland—herself an old friend of Lord Ypres—that Mr. Jo Davidson has undertaken to make another bust in Burgundy stone. It is hoped that this bust will be finished and exhibited in the Royal Academy next year, after which it will be retained at Aldershot until such time as the Church at Ypres has been so far completed that it will be possible to place the bust in the transept there. It is proposed to devote any surplus, after paying for the bust, to the transept of the Church at Ypres, and every endeavour will be made to see to it that it is planned and built in a manner worthy of its purpose.

We ask all who wish to associate themselves with this National Memorial to send donations to the Hon. Secretary of the Fund: Colonel L. Stanley Barry, C.M.G., C.B.E., M.V.O., D.S.O., 17, Queen's Gate Place, London, S.W., who has kindly undertaken to receive and acknowledge subscriptions.

DISTRIBUTION OF CAVALRY REGIMENTS, ETC.

<i>Regiment.</i>	<i>Commanding Officer and Adjutant.</i>	<i>Station.</i>
The Life Guards .. (1st and 2nd).	Lt.-Col. Hon. G. V. A. Monckton-Arundell, D.S.O., O.B.E. Capt. R. A. F. Thorp.	Windsor.
Royal Horse Guards (The Blues).	Lt.-Col. Lord A. R. Innes-Ker, D.S.O. .. Lt. H. A. Smith.	Regents Park Barracks.
1st King's Dragoon Guards.	Lt.-Col. W. F. Chappell, D.S.O. Capt. R. L. Greenshields.	Aldershot.
The Queen's Bays .. (2nd Dragoon Guards).	Lt.-Col. R. H. Osborne, D.S.O., M.C., p.s.c. Capt. G. H. Fanshaw.	Arrive at Col- chester Jan. 1927.
3, 6th Dragoon .. Guards.	Lt.-Col. G. A. Sanford, D.S.O., p.s.c. .. Lt. B. R. Turner.	Tidworth.
4, 7th Dragoon .. Guards.	Lt.-Col. A. S. Pilcher Lt. L. Williams.	Sialkot.
1st The Royal .. Dragoons.	Lt.-Col. W. T. Hodgson, D.S.O., M.C. .. Capt. Hon. G. R. D. Browne, O.B.E.	Hounslow.
The Royal Scots .. Greys (2nd Dragoons).	Lt.-Col. J. J. Readman, D.S.O. Capt. J. P. Stanton.	Meerut.
3rd The King's Own Hussars.	Lt.-Col. F. R. Burnside, D.S.O. Capt. C. L. Huggins, M.C.	Egypt.
4th Queen's Own .. Hussars.	Lt.-Col. H. E. Macfarlane, D.S.O., M.C., p.s.c. Capt. J. A. L. Powell.	Lucknow.
5, 6th Dragoons ..	Lt.-Col. J. A. Brooke Capt. R. C. M. Shelton.	Risalpur.
7th Queen's Own .. Hussars.	Lt.-Col. Hon. D. P. Tollemache, D.S.O., p.s.c. Lt. R. B. Sheppard.	Tidworth.
8th King's Royal Irish Hussars.	Lt.-Col. A. Curell Capt. T. G. Watson.	Rhine.
9th Queen's Royal Lancers.	Lt. Col. J. Greene, D.S.O. Lt. B. H. Allfrey.	Secunderabad.
10th Royal Hussars (Prince of Wales's Own).	Lt. Col. M. Graham, D.S.O., p.s.c. .. Capt. A. S. Turnham.	Aldershot.
11th Hussars (Prince Albert's Own).	Lt.-Col. F. H. Sutton, M.C. Capt. H. Finch.	Shorncliffe.
12th Royal Lancers (Prince of Wales's)	Lt.-Col. J. Blakiston-Houston, D.S.O., p.s.c. Capt. A. A. McBean.	Egypt.
13/18th Hussars ..	Lt.-Col. W. Holdsworth Lt. E. S. Sword.	Edinburgh.
14/20th Hussars ..	Lt.-Col. F. B. Hurndall, M.C., p.s.c. .. Lt. V. H. Jones.	York.
15/19th Hussars ..	Lt.-Col. J. Godman Lt. R. L. Agnew.	Egypt.
16/5th Lancers ..	Lt.-Col. G. F. H. Brooke, D.S.O., M.C., p.s.c. Lt. A. L. Leaf.	Tidworth.

DISTRIBUTION OF CAVALRY REGIMENTS, ETC.—contd.

<i>Regiment.</i>	<i>Commanding Officer and Adjutant.</i>	<i>Station.</i>
17, 21st Lancers ..	Lt.-Col. T. P. Melvill, D.S.O. .. Lt. N. A. Birley.	Aldershot.
Cavalry Depot .. (13/18th Hussars)	Col. B. G. Clay, C.B., C.M.G., D.S.O. .. Capt. F. W. Pink.	Canterbury.
Equitation School..	Col. (temp. Col. Commander) A. E. W. Harman, C.B., D.S.O., A.D.C. Capt. C. W. Allfrey, M.C., R.H.A.	Weedon.

DISTRIBUTION OF INDIAN CAVALRY REGIMENTS, ETC.

1st Duke of York's Own (Skinner's Horse).	Lt.-Col. V. A. Coaker, D.S.O. .. Capt. R. Wilson.	Loralai.
2nd Lancers (Gardner's Horse).	Lt.-Col. R. Johnstone, D.S.O., O.B.E. .. Capt. C. E. L. Harris.	Poona.
3rd Cavalry	Lt.-Col. A. B. Skinner, D.S.O., O.B.E. .. Capt. T. C. Crichton, M.C.	Bannu.
4th Duke of Cambridge's Own (Hodson's Horse).	Lt.-Col. F. B. Lane, O.B.E. .. Capt. R. A. Oswald.	Lahore.
5th King Edward's Own (Probyn's Horse).	Lt.-Col. R. H. Anderson .. Capt. J. O. Hanwell.	Kohat.
6th Duke of Connaught's Own Lancers (Watson's Horse).	Lt.-Col. R. D. Jennings .. Capt. J. Y. Weaver.	Meerut.
7th Light Cavalry	Lt.-Col. H. W. D. Hill, D.S.O. .. Lt. G. A. G. Spottiswoode.	Secunderabad.
8th King George's Own Light Cavalry	Lt.-Col. E. D. Raymond, D.S.O., M.C. .. Capt. M. W. Reed.	Secunderabad.
9th Royal Deccan Horse.	Lt.-Col. R. J. H. Baddeley, M.C. .. Capt. J. L. Wardle.	Meerut.
19th Queen Victoria's Own Corps of Guides Cavalry (Frontier Force).	Lt.-Col. H. Dening .. Lt. R. R. T. Burn.	Mardan.
11th Prince Albert Victor's Own Cavalry (Frontier Force).	Lt.-Col. C. B. Dashwood-Strettell. Capt. I. Stewart.	Sialkot.

DISTRIBUTION OF INDIAN CAVALRY REGIMENTS, ETC.—contd.

<i>Regiment.</i>	<i>Commanding Officer and Adjutant.</i>	<i>Station.</i>
12th Cavalry (Frontier Force).	Lt.-Col. C. S. Cameron, O.B.E., p.s.c. . . Capt. E. St. J. Birnie.	Rawalpindi.
13th Duke of Con- naught's Own Bom- bay Lancers.	Col. A. Campbell-Ross, D.S.O. Capt. R. J. Corner.	Jubbulpore.
14th Prince of Wales's Own (Scinde Horse)	Lt.-Col. H. R. Dyer, D.S.O. Capt. F. W. S. Watkins.	Dera Ismail Khan.
15th Lancers	Col. A. E. S. Scott, p.s.c. Lt. D. MacD. Killingley.	Sialkot.
16th Light Cavalry	Lt.-Col. G. Craster, C.B.E., D.S.O., p.s.c. Capt. P. J. Hilliard.	Thansi.
17th Queen Victoria's Own (Poona Horse).	Lt.-Col. J. A. Muirhead, D.S.O., p.s.c. Capt. D. S. E. McNeill.	Peshawar.
18th King Edward's Own Cavalry.	Col. B. N. Abbay Capt. E. W. Lickman.	Quetta.
19th King George's Own Lancers.	Lt.-Col. H. F. Whitby Capt. W. G. M. Thompson.	Loralai.
20th Lancers	Col. J. G. McConaghy, D.S.O., M.V.O. . . Capt. P. C. Bullock.	Delhi.
21st King George's Own (Central India Horse).	Lt.-Col. J. Gourlie, D.S.O. Capt. H. H. Stable.	Risalpur
Equitation School..	Commandant: Col. E. C. W. Conway- Gordon, C.I.E., p.s.c., I.A. Capt. R. N. Nunn, M.C. (9th Horse).	Saugor.

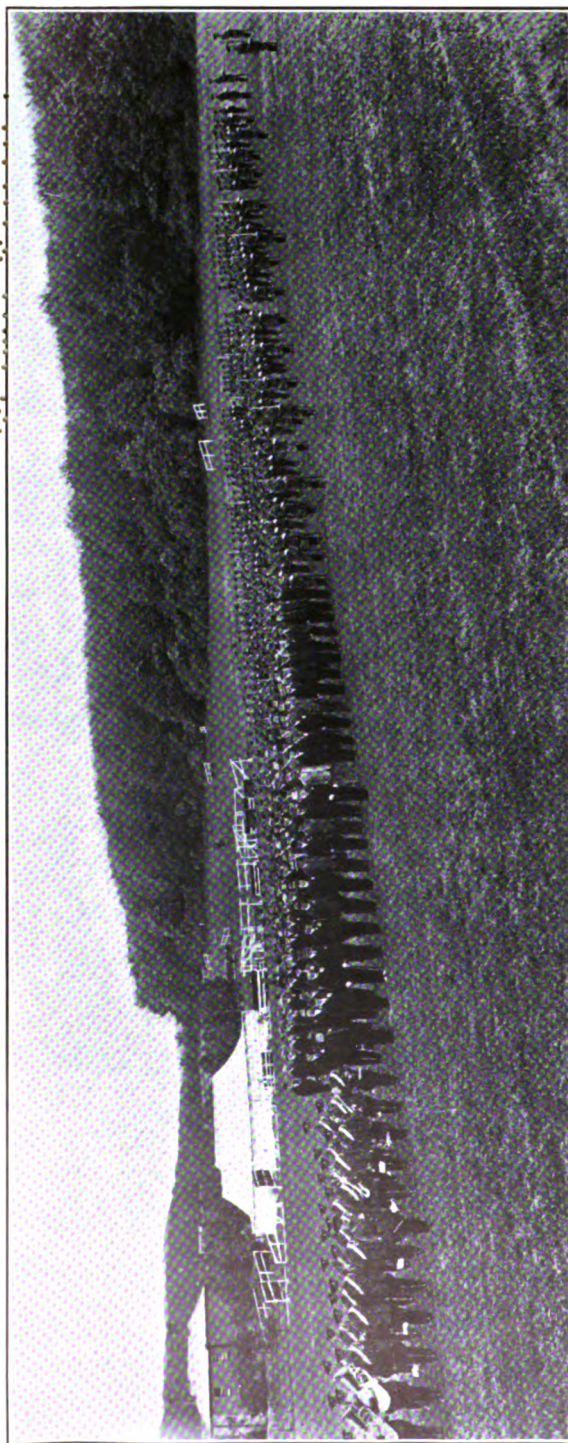




UNION

THE OXFORD JOURNAL—No. 63

OXFORD JOURNAL



By permission, Messrs. Gale & Polden

7th Queen's Own Hussars Old Comrades Reunion Church Parade, June 20th, 1926

On 19th and 20th June, 1926, a Reunion of Past and Present Members of 7th Hussars took place at Tidworth. One hundred and twenty-five Ex-Officers, N.C.O.'s, and other ranks were entertained by the present Members of the regiment. Regimental Sports and a Smoking Concert were the features of Saturday's programme, and on Sunday past and present marched to Church together. General Sir Henry Bushman, K.C.B., inspected the regiment on Church parade.

REGIMENTAL ITEMS OF INTEREST

3rd The King's Own Hussars, Abbassia, Egypt.

The Regiment held its annual Rifle Meeting in July, for which a large number of entries were received. The Regimental Individual Championship was won by Sergt. Littlewood, and the Inter-Squadron Cup and the cup for the best shooting squadron were both won by "H.Q." Squadron.

At the Egypt Command Small Arms Meeting, held at Abbassia in October, the Regiment did very well, securing second place in the "Congreve Cup." This challenge cup is presented every year to the best shooting unit in the Command and was won by the Royal Irish Fusiliers. At this meeting the Regiment won first and third places in the Individual Revolver Match, with S.S.M. Hampton and R.Q.M.S. Coombs, the Hotchkiss Gun Match with the 1st Troop of "B" Squadron, and first and second places in the Individual Light Automatic Match with Trooper Holmes and Sergt. Bell. The Cavalry Machine Gun Match was also won by the Regiment.

The Regimental Mounted Sports were also held in October and went off very well. Capt. Petherick won the Officers' Jumping on Varmint, S.S.M.R.I. J. Connolly won the Senior Dummy Thrusting and R.S.M. Calton won the Senior Sword Lance and Revolver. The Senior Jumping Competition was won by Trooper Turner, "C" Squadron. The Challenge Cup for the Champion Squadron was won by "H.Q." Squadron. The Regimental team also won the Section Tent-Pegging open to the garrison.

At the Cavalry Brigade and R.H.A. Horse Show held early in November, the Regiment was peculiarly successful, winning

ten first, five second and two third prizes. The following events were won by the Regiment :

Champion Man-at-Arms	S.S.M.R.I. J. Connolly.
Dummy Thrusting (Senior)	S.S.M.R.I. J. Connolly.
Dummy Thrusting (Junior)	L/Cpl. Waymark.
Sword, Lance and Revolver (Senior)	S.S.M.R.I. J. Connolly.
Sword, Lance and Revolver (Junior)	L/Cpl. Waymark.
Best Trained Troop Horse : 1st	Sergt. Runnacles.
2nd	R.S.M. Calton.
3rd	Tpr. Walters.
Officers, Jumping	Lieut. H. M. P. Salmon.
Jumping, Other Ranks : 1st	Sergt. Wistow.
2nd	R.S.M. Calton.
Mules Pairs	1st and 2nd.
Mule Race	Tpr. King.

In September a team from the Regiment won the Alexandria Autumn Handicap Polo Tournament, the team consisting of Capt. Dalrymple (1), Lieut. Peck (2), Lieut. Price (3), and Capt. W. G. Petherick (back).

The Command Swimming Championships were held in September. At this the Regiment secured second place in the Best Swimming Unit Championship, the following events being won by the Regiment :

Command Championships :

75 Yards Back Stroke (teams of four).

Individual Swimming :

75 Yards Back Stroke

Tpr. Kelly.

75 Yards Free Style

Tpr. Murphy.

Diving

Tpr. McDougal.

In addition the Regimental Water Polo team won the Challenge Cup at this meeting. The team also won the Challenge Cup for the "A" League competed for during the summer.

5/6th Dragoons, Risalpur, N.W.F.P.

Polo.—A Regimental team consisting of Mr. F. P. B. Sangster (1), Mr. M. P. Ansell (2), Major H. O. Wiley, M.C. (3), and Mr. P. W. R. Kaye (back) won the Murree Brewery Polo Cup at Rawalpindi in October, 1926.

In the first round the team beat R.E's. (Rawalpindi) receiving $5\frac{1}{2}$ —by 15 goals to $5\frac{1}{2}$; in the second round they beat the

Brass Buckles, receiving $2\frac{1}{2}$ —by 6 goals to $4\frac{1}{2}$; in the semi-final they beat the 12th Cavalry by 7—5 (5/6th Dragoons receiving 1). In the final the 5/6th Dragoons beat the Hurricanes, receiving $2\frac{1}{2}$ —by 10 goals to $4\frac{1}{2}$.

Sports.—"A" Squadron, 5/6th Dragoons held their Squadron Sports at Risalpur on the 28th October, 1926.

The Jumping open to "A" Squadron was won by Trooper Sampson. The Section Tent-Pegging, open to the Risalpur Garrison, was won by "A" Squadron, 5/6th Dragoons.

Several amusing events took place. The Band of No. 27 Squadron, R.A.F., kindly played during the afternoon in the absence of the Regimental Band, in the Hills.

At the conclusion Mr. H. O. Wiley presented the prizes.

Cricket.—The Regimental Cricket team won the first round of the Jamasjee Cup against the R.A.F., Peshawar, by 10 wickets, during October, 1926.

Sporting.—Captain W. H. Buckley has been appointed S.S.O. III at Bangalore, and is expecting another draft of hounds out from England this cold weather. During the present season, which is his third at Bangalore, the hunting has been well up to previous form.

9th Queen's Royal Lancers, Abbassia.

Squadron Shield, 1925-26.—

Winners	H.Q. Squadron.
2nd	" C " Squadron.
3rd	" A " Squadron.

Troop Shield, 1925-26.—

1st	4th Troop " B " Squadron.
2nd	4th Troop " C " Squadron.
3rd	3rd Troop " C " Squadron.

Boxing.—Sergt. Collins was chosen to represent the Army against the Air Force in the Heavy Weight Competition.

Athletics.—Bandsman King ran third in the Open Mile and Three Miles races at the Command Athletic Meeting.

Annual Weapon Training and M.G. Course, 1925-26.—The following extract from G.O. No. 202, dated 11th June, 1926,

showing the order of merit of different regiments in the command is published :

<i>Rifle :</i>		<i>Regimental Average.</i>
1st	9th Queen's Royal Lancers	.. 140.3
<i>Light Automatic :</i>		
6th	9th Queen's Royal Lancers	.. 140.43
<i>Machine Gun :</i>		
2nd	9th Queen's Royal Lancers	.. 335.50

Polo.—The following team represented the Regiment in the Subalterns Cup at Cairo in March, 1926 :

- No. 1. Lieut. J. D. Gilroy.
- No. 2. Lieut. O. L. Prior-Palmer.
- No. 3. Lieut. The Hon. D. C. F. Erskine.
- Back. Lieut. G. E. Prior-Palmer.

This team met the 15/19th Hussars (who ultimately won the Cup) in the first round and after one of the hardest games ever witnessed at Gezira was beaten by 5 goals to 4.

In the Spring American Handicap Tournament at Alexandria the following took part :

- No. 1. Lieut. R. W. Macdonell.
- No. 2. Capt. C. H. M. Peto.
- No. 3. Major G. F. Reynolds, M.C.
- Back. Capt. J. T. Usher.

This team beat the R.H.A. and Kasr el Doubara, but was beaten by the 15/19th Hussars by 9 goals to 5, the latter team winning the tournament.

During the hot weather the ponies have been sent to Alexandria and officers go up to play there as often as possible.

8th K.G.O. Light Cavalry, Bolarum, Deccan.

The Regiment moved from Peshawar to Bolarum in January, 1926. In March the Regimental Polo representative team won the Captain and Subalterns Cup. In the September Poona Horse Show the Regimental representatives obtained the following :

Open Jumping, Horses.—

This was a large class of fifteen horses.

- 1st. Risaldar Kapur Singh, I.D.S.M.
- 2nd. Risaldar Mohamad Quadir Khan.

Military Jumping, Indian Other Ranks.—

1st. Rough Rider Ujager Singh.

The Regiment had polo teams in both the finals and subsidiary finals of the Secunderabad Novices Cup.

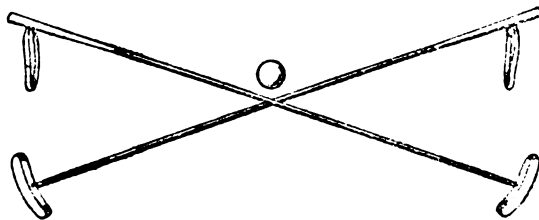
The garrison wrestling to select a representative team for the District Championship took place in October and the Regiment won four weights out of the six and were runners-up in the fifth weight. They were therefore selected to represent the Secunderabad and Bolarum Garrison at the District Championships next February.

18th K.E.O. Cavalry.

During April, squadrons went into camp at Pishin for spring training.

Regimental Sports were held on 14th June. A musical ride was given.

Pensioned Risaldar Major Rewat Singh, Bahadur, M.C., was granted the honorary rank of Captain on retirement, from 1st April, 1925.



DOMINION AND FOREIGN MAGAZINES

IN the United States "Cavalry Journal" for October, Colonel H. S. Hawkins, in an interesting article on The Importance of Modern Cavalry, states that participation in the main battle is the main duty of cavalry. He visualizes situations where a surprise attack by cavalry on a hostile position with secure flanks will achieve instant success by reason of the suddenness and speed of the attack. He also emphasizes the statement that Ludendorf would have been successful in his breakthrough in March, 1918, had he had a fresh Cavalry Corps to exploit the gap. On the other hand, in Palestine, Allenby who had retained his cavalry in hand, poured in through the gap and so secured a decisive success. Brig.-General E. J. McClelland writes reminiscences of Indians and Buffaloes in Montana in 1870, and Major B. F. Duckwell has a thoughtful article entitled A Psychological Analysis of Eccentricity. He takes six types of eccentric officers. (1) The explosive type. (Now, perhaps, extinct in England: before the war one used to see him—on the stage: he had a voice like a dog-fight, a purple countenance, and a bottle nose). (2) The busybody, i.e., not a gossip, but a kind of military Martha, who has more work than he can do. (3) The "hypocritical" type. (4) The inattentive type, given to "day-dreaming or infantile pleasures of other sorts." (5) The stereotyped class, i.e., officers who have no imagination and no vision and are immune to argument. (6) Mixed types. The only cure, is to study their complexes and tell them all about them. But who is to do this? Perhaps, in time, there will be an official manual, Rules and Regulations for the Management of Complexes. There is also a most amusing article called A Summary of Unintelligence, a satire on "Intelligence."

The "Revue de Cavalerie" for September-October is largely a manœuvre number, as there are two long articles dealing, respectively, with the Nord Manœuvres and those on

the Rhine in September, 1925. The article on the cavalry operations in the Ukraine, May to June, 1920, is continued, and there is a good account of the cavalry of the Spanish Army. In the notes on the International Horse Show in Italy one reads that Italy does not now get remounts in Ireland and the Italian officer regrets this, which is flattering, and also that, though "*le jumper italien*" is an excellent animal, France can point with pride to (amongst others) *Harris* who, surely, from his name must be of English stock. In the November-December number there are three articles of historical interest dealing respectively with the Wastage in the 3rd Cavalry Division in 1914, the 5th Cavalry Division after the German Attack on the Chemin des Dames, and the Djebel Khalifa action, 12th July, 1925. There is also an appreciative biographical sketch of the late Lieut.-Colonel Ving, of the 6th Spahis, killed in action in the Levant in July last.

The "*Guerra y su Preparacion*" for July has a good article on the duties of the General Staff, and some valuable notes on the Chemical Warfare Service in Italy. The most interesting article in the August number deals with the Battle of Tudela, 23rd November, 1808; this is concluded in the September number. The "*Information from Abroad*" section, which appears monthly in this periodical, is very valuable.

The "*Cooperazione delle Armi*" for August has a continuation of the article, What an Infantry Officer should know about Artillery, and one of some interest on the operations of the Italian Troops in Macedonia in 1918, which is concluded in the September number, in which the most interesting item is a summary of the new German Gasschützvorschrift.

The "*Alere Flammam*" for July-August has a very learned article by Colonel E. Boccaccia on Surprise and Stratagems. Talking of the importance of secrecy in war, he quotes Q. C. Metellus, who remarked "If I thought that my shirt knew what I was going to do I would burn it." There are also several quotations from Niccolo Machiavelli, who was so artful that, according to the author of *Hudibras*, "he gave his name to our Old Nick." Colonel Rosmini writes at length

on Mountain Warfare ; this is concluded in the September-October number. The "Alere Flammam" announces its approaching demise at the end of this year (1926). Which is a pity as there has been no number of it which did not contain something of especial interest.

The September number of "L'Universo" (published at Florence) begins with an article on the names and boundaries of districts in the Alps as laid down by the Italian Geographical Congress of 1924 ; there is a good article on the Juba River, and in an account of an old Italian atlas of 1548, it is gratifying to one's *sacro egoismo* to find that the first map in it is one of the *Isole britanniche*. The most interesting article in the October number deals with the Sudan, Nile and Egypt. The author, Signor Masturzi, says that though the exact position of Paradise "which Adam, with unpardonable levity swapped for an apple," is uncertain, Hell undoubtedly was in the Sudanese desert. Yet when he reached Atbara, "an English gentleman, immaculately clad," suddenly appeared and gave him a first-class ticket to get away from it. We English have always been railway pioneers, but it is to be feared alas ! that our activities in this line have not, as yet, extended to Hell. And if we ever built a bridge over the Styx (Change here for Purgatory !), the amount of oboli that Charon would want in compensation, would mean at least another sixpence on the Income Tax. The most interesting item in the November number is a map showing the new frontiers of Albania.

The Austrian "Militärwissenschaftliche und Technische Mitteilungen," September-October, 1926, has articles on the Capture of Belgrade in October, 1915, the Russian plan of campaign in the autumn of 1914, the Influence of mountainous country on the use of tanks, aircraft and gas, and a continuation of the very interesting article on the Red Army of the Soviet Union. This army appears to be indulging in experiments. Its ranks include, for example, Political Leaders ; their job is "to educate the rank and file in politics." These Political Leaders "are not much liked by the officers of the army." How strange ! There are also "Military Attorneys General,"

and the soldiers have acquired the habit of laying "any complaints" they may have before them, and not before their officers. "This is not good for discipline." Again, one can only gasp: How strange!! The article on the forerunners of the machine-gun is brought to a conclusion with some interesting notes on the *Mitrailleuses* of the Franco-German War. The November-December number is (like some speeches) almost all gas, that is to say it contains six articles dealing with Chemical Warfare. There is also a good article on the Austrian Navy before, and during, the Great War.

The most interesting article in the "*Schweizerische Monatsschrift für Offiziere aller Waffen*," No. 8, is that by Lieut.-Colonel Boeleke, dealing with the German General Staff before and during the War. The author mentions that when he was at the *Kriegsakademie* in addition to acquiring professional knowledge he found time to get thoroughly acquainted with Berlin. He says that before the War, General Staff officers had a tendency to sniff at anything mechanical or technical. He writes with regret of the old General Staff and hints that nowadays there are none so poor to do it reverence. No. 9. contains another of Colonel Lebaud's *Impressions de guerre*. He tells a pleasing anecdote of the fighting near Suippes, when he perceived an unknown officer in the thick of it, rallying the men. He proved to be a cavalry officer who, bored at having nothing to do, had obtained permission to go up to the front line and thus obtain distraction. Colonel Lebaud got him a *citation*. In No. 10 there is an account of the Battle of Ctesiphon, and in No. 11 some more of Colonel Lebaud who, as usual, is very good reading. He alludes to the ridiculous pamphlets which the G.Q.G. used to issue with a view to keeping up the soldiers' spirits, and mentions casually that when he was very busily employed in issuing orders and collating information he was rung up from the rear and told to send in at once a "return" that was overdue. He says, in fact, that when the front got stabilized, the Administrative Branches, comfortably installed far from danger, were as big a nuisance as in peace.

F. J. H.

"The Journal of the United Service Institution of India," October, 1926. The outstanding article in this number is one by Colonel-on-the-Staff R. J. Collins, C.M.G., D.S.O.—Some Reflections on a Semi-Mechanical Age. He gives an outline of the present state of the various experiments and shows clearly what are the actual requirements for war purposes; he deals with the whole problem in an essentially practical way. He does not, like so many of the extreme protagonists of the tank, ignore the financial and productional aspects, but faces the difficulties and comes to definite conclusions. It is an article which should be of real value to all members of the Service. Major Mayne, in another article, advocates the adoption and teaching of "sealed pattern" formations for the cavalry in squadron manoeuvres. He gives a series of dimensioned diagrams for eight different tactical problems, varying from that of an officer's patrol and an advanced guard to the withdrawal from a temporary defensive position. Subordinate leaders, he says, "like to study a diagram and they understand it. They find it easier to amend the numbers, the distances, and the dispositions given in the diagram than to evolve a new plan of their own." This appears a very retrograde suggestion. The ease of the subordinate is scarcely the main goal of training. If the main characteristic of a good cavalry leader—initiative—is to be fostered, it is suggested that the memorising of innumerable dimensioned diagrams to fit in with hypothetical situations is the worst method of achieving it. There is a very interesting account of the operations in East Africa in 1914-5, an analysis of the Japanese Army as a bulwark against Bolshevism, and brief accounts of the battles north of Baghdad in April 1917. Captain Gilbert makes out a very strong case for the study of military history for tactical purposes, while Lieut.-Colonel Haining contributes a detailed review of the problems of Imperial Defence, tracing its history before and since the war, and the influence on it of the changes in the balance of power in Europe. He shows how the problems have been altered by the introduction of new armaments and by the Washington Treaty, and finally emphasizes the necessity for the maintenance of an Imperial Reserve ready at short notice for service in any part of the Empire or possible theatres of war.

HOME MAGAZINES

THE most interesting article in "The Royal Engineers' Journal" for June will be, to readers of the CAVALRY JOURNAL, that by Colonel W. H. Evans on Royal Engineers with Cavalry in France, 1914-18. It is to be hoped that the Early Years of the Ordnance Survey by Colonel Sir Charles Close, which is now running through this Journal will be reprinted in book form for it is full of curious details, not only about the Survey but about those employed on it. An absorbing article in the September number is that by Brevet-Major B. C. Denning on The Army "Security" Problem of the next Great War. Security, in this connection, means "frustrating the enemy's methods of obtaining Intelligence" and one of its objects is "to protect our own troops against their own indiscretions." Another good article is that by Major-General G. Walker, on the Royal Military College of Canada, which this year celebrates its jubilee, that is to say reaches the fiftieth year of its existence. I should also mention the article by Lieutenant H. B. Harrison on the Defence of Aoulai, a post attacked by the Riffs in April to May, 1925.

There is an old story told of a student in the Reading Room of the British Museum who, in an idle moment, took down from its shelves a medical work. So absorbed did he become in it that when he was aroused by the cry of "Time, Gentlemen, Please," he left that great dome of learning a broken man, convinced that he was suffering from every disease and affliction known to Harley Street, except housemaid's knee. So I dare not look too closely into the "Journal of the Royal Army Medical Corps" lest I develop transposition of viscera, acute ulcerative gingivitis and amœbic dysentery. But I notice in

the September number some very readable Jottings from a Diary, by Lieut.-Colonel C. Ronayne, which are continued in the October number. This number also contains an interesting Note on Lecturing, by Major M. B. Ritchie. He says it is a good plan "to have a table or some solid piece of furniture behind you"; surely a better plan would be to have upon this table a large glass of something which looks like toast and water, but which isn't. (And I don't mean weak tea.) The November number contains a very interesting article by Colonel R. M. Downes, on The Tactical Employment of the Medical Services in a Cavalry Corps, dealing with the campaign in Palestine, and Captain G. A. Collier writes on Camps, Billets and Bivouacs. There is also an article on Billharziasis, and if Bill is an individual I am, from the pictures, very sorry for him.

I have never come across a copy of "The Veterinary Journal" before and therefore I find that of November, 1926, of most unusual interest. It deals largely with tragedy; there is a pathetic tale of a Fatal Case amongst Pigs, caused through eating hot potatoes, and this is immediately followed by an equally sad story of Tar Poisoning in a Cow. There is a very learned (and, to a town-dweller rather alarming) article on The Assumption of Masculine Character by Cows, and I am sure all will be interested to learn that crib-biting can be cured by a simple operation, myectomy on the sterno-thyroideus and sterno-hyoideus in the neck. I thought at first sight that this article dealt with infants who are addicted to the deplorable and passionate habit of biting their cribs, but I find on investigation, that it is not so. So I must apologise, for no doubt all readers of the CAVALRY JOURNAL are perfectly familiar with sterno, etc., "in the neck."

F. J. H.

"The Fighting Forces" (July and October). "The Fighting Forces" is certainly trying to cater for all tastes. The July number contains several quite good military yarns, and a wide range of subjects for the three services.

From the military aspect, the most important article is that of Colonel Fuller on Tank Lessons of the Great War. This is disappointing. Colonel Fuller outlines the career of the tanks in the last war and the lessons, but produces nothing new from what he and others have already written on the subject. In his discussion of the future, he is of little practical help, as he looks to a far distant future into which financial considerations do not seem to enter. He concludes by reducing the cavalry, artillery and infantry to two arms: "heavy tanks" and "fast tanks." With regard to the cavalry, his general deductions are that "the utility of cavalry will decrease as the speed and radius of the tank increases (*sic*) and that eventually it will not even be economical to attempt the forward reconnaissance with cavalry, but that, as tanks are not altogether suited for detailed examination of the ground, etc., behind the forward tank screen, will advance a cavalry force to carry out this examination, question the inhabitants, and occupy bridges, supply centres, etc." He relegates the infantry to a similar role. "They will, in my opinion, disappear from the tank battlefield and either follow up in rear of the tank attack to administer and police the conquered territories or they will operate in country unsuited to tank movement." The deduction drawn is that infantry must be trained for mountain, swamp and wood fighting. He discusses the influence of the tank on problems of field engineering, supplies, etc., and on air operations, in which he suggests that the role of the tanks at the beginning of the war will be to seize *and hold* ! advanced aerodromes from which the air force can operate.

The article is interesting but irritating in its disregard of the present and probable future financial and productional considerations, and because it gives no help to the officer of to-day in the study of the concrete problem of a tactical doctrine.

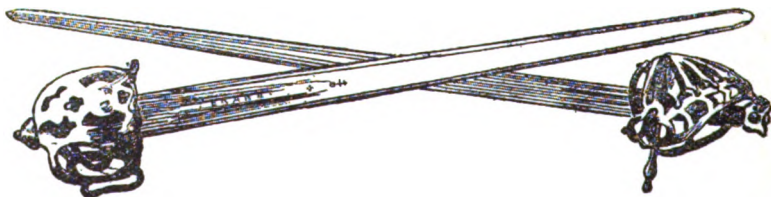
Commander Kenworthy produces the usual arguments in favour of a Ministry of Defence, while another article, on the Defence of the Civil Population against Air Attack, emphasizes the necessity of educating and organizing the civil population

in this respect in peace time. There is an interesting account of the Anglo-Russian Ekaterinberg Brigade in Siberia, and other naval and military articles of interest. Altogether a good number.

The October number is not quite up to this standard of interest, except for a study by General Ironside of the German strategy in 1914. He shows how the problem of the war on two fronts was studied in Germany, how the decision to make the first attack on the Western Front was reached, and how Schlieffen based his scheme of envelopment on a study of the battle of Cannæ. He shows finally the mistakes of the German General Staff—their disregard for the politicians and the general public, and the errors they made in their estimates of military strengths and training and in their timing of the operations themselves. “The German timing was impossible unless France collapsed at once.” He finally outlines the effect of the geography of the theatre on the administrative problem.

There is an outline of the history of the connection of the British forces with Japan, and an interesting account of the armoured car in peace and war, detailing the episodes in the last war, and showing its great Imperial value for policing and internal security duties. There is also a valuable little analysis of the post-war conditions in India, giving details of a normal budget for a British service officer; and, there is a somewhat astonishing suggestion for the complete re-organization of the three Services into three categories: (a) for defence against invasion; (b) for a striking force; (c) for a trade protection force.

H. G. E.



RECENT PUBLICATIONS

“Soldiers and Statesmen, 1914–1918.” By Field-Marshal Sir William Robertson, Bart., G.C.B., etc., etc. 2 Vols. Cassell & Co. £2 10s.

THE learned, if rather portentous, Clausewitz in Book I of his monumental work “Vom Kriege,” devotes a chapter to “Friction.” This would really make rather a good sub-title to Sir William Robertson’s book, and indeed he practically admits as much himself when he says towards the end of the second volume, “In dealing with the different campaigns I have purposely emphasized the things that were wrong rather than dwelt upon those that were right.”

This is what makes his book so interesting. Who would not, to apply this remark to individuals, prefer to read the life of some one like W. S. Gilbert’s Mr. Blake, that “regular, out-and-out, hardened old sinner,” rather than that of some Charles Augustus Fortescue whose bland and blameless career merely shows

What everybody might
Become by simply doing right ?

Sir William, of course, has dwelt upon this side of war in order that both soldiers and statesmen may learn lessons for the future. There are, perhaps, more lessons to the address of the statesmen than the soldier. For example, the statesman will learn that it is as well to avoid such generalities as to suggest “weaving a web” round the enemy; that it is not wise to “prefer his own strategical ideas” to those of his military advisers; that it is not helpful to say to the latter, “give us the enemy’s capital if you possibly can,” either as a sop to the populace or “as a Christmas box”; or persistently to demand the “knocking down of the enemy’s props”; or to blame his C.I.G.S. for suggesting to a general in the field “the enemy’s intentions”; or suddenly to spring upon an Allied Council his own undigested “plan for a combined offensive”; or to “cherish a profound belief in his

own strategical conceptions"; in short, he should remember that there still remains a great deal of truth in the time-worn old tag *ne sutor ultra crepidam*.

On the other hand, the soldier should not forget that the statesman is, naturally, anxious to end the war more quickly perhaps than is possible; that, like the lover in the old play he is eager to "annihilate both space and time"; and that he cannot be expected to understand the intricacies and minute details of such technical matters as Supply and Transport. And, if I may suggest a point which Sir William has, I think, missed, the soldier should try to realize that the politician is painfully conscious of the fact that, if he is a failure, he will lose, not, as in the good old days, his head upon the scaffold, but a much more important part of his anatomy—his seat.

Less important individuals, too, may learn something very valuable from this book, for example the supreme importance of secrecy in war. The following passages give one, to use a foreign idiom, furiously to think. A certain practice "led to secret plans being seen by far too many people, some of whom had no concern with them beyond sheer curiosity and the desire to enhance their own importance by gaining information denied to others." And again, "General Foch was able to keep his plans to himself. They were not, as before, liable to be bandied about at conferences attended by numerous Ministers, secretaries, interpreters, typists and other people of several different nations."

Sir William Robertson gives us a list of his duties as C.I.G.S. To compare great things with small, it is almost as long as the daily task of Mr. Polly at the Potwell Inn. And it included "criticisms of military matters received by Ministers in a letter from a constituent or heard at a dinner table on the previous evening." I think I know what Mr. Polly would have called such constituents and such diners-out; it would have been something like "sublimated, superfatted, fat-heads." Sir William is much more polite; he says nothing of them—perhaps this is what he thought of them.

There are some pleasant, slightly acid, *obiter dicta* in these volumes, such as, to quote only a few, "The Minister may be unable to appreciate the technical reasons underlying a given proposal, while the soldier finds it hard to explain them in such a way that they can be understood"; "arm-chair critics can afford to ignore public opinion"; "War is not a matter of arithmetic or logic"; and "diplomatists should cease interfering with military questions until the enemy is beaten; then they may discuss politics." (This last is General Alexeieff's.)

This is a book which everybody should read, partly because it takes one behind the scenes (and we all like to go there even when the *corps de ballet* is not present), and partly because everybody should learn something from it. To the historian in the future it will be indispensable, though perhaps, years hence, he will be puzzled as to the exact nature and quality of a body called "The Offensive Sub-Committee of the Committee of Imperial Defence." If he is a conscientious researcher he will dig up their names and try to find out what there was in the personalities or the careers of the members of this sub-committee that caused them to be labelled with this injurious epithet.

If I may say so, without any disrespect, it is, I suppose, true of Field-Marshal as of other old soldiers, they "they never die, they fade away." The fading away process has not by any means even begun with the author of this book. There is no sciamachy in it, it is full of resounding thwacks and palpable hits; it is even more absorbing than "From Private to Field-Marshal." And, personally, I do not think I can give it higher praise.

F. J. H.

"Shires and Provinces." By "Sabretache." Illustrated by Lionel Edwards. Published by Messrs. Eyre and Spottiswoode, Ltd.

The principle of "Co-operation between all arms," which we soldiers so rightly insist upon, has been well illustrated by

"Sabretache" and Lionel Edwards, who have collaborated in a noteworthy manner in producing this interesting hunting book. Author and artist have a first-hand knowledge of the packs and countries they describe so well both in the text and in the illustrations.

"Sabretache's" object in writing this book is to sing the praises of the modern hound and to record what is being done in the way of hound breeding to-day. He stresses the fact that it is the time and trouble spent in the kennel that produce great hunts: "There are more foxes caught in the kennel than in the field," which may be termed an excellent hunting maxim.

The author deals with fourteen packs in the shires and provinces and gives a fascinating account of hounds, personalities and characteristics of each. He also provides a synopsis of the histories of these hunts. It is interesting to recall that the Old Surrey (now the Old Surrey and Burstow) and the original Old Berkeley share the distinction of having had their kennels in the heart of London, those of the former at Bermondsey and those of the latter at the spot where Charing Cross Station now stands. The Old Berkeley country with an "establishment of thirty huntsmen in tawny coats" stretched from Charing Cross to Gloucestershire, and there were kennels at Charing Village, Cranford, Gerrards Cross, Nettlebed and at Berkeley Castle. It is strange to think that Trafalgar Square was probably an exercise field for hounds and that the coverts of Kensington Gardens and Wormwood Scrubbs were regularly drawn.

"Sabretache" also tells us that the Corporation of Nottingham bears the credit of having owned the first organized pack of hounds hunting the South Notts country. We cannot imagine such a civic body of to-day financing a hunt. Accounts of long and noteworthy hunts of olden days and of more recent times are chronicled, and it is a pleasure to read the details of the famous Clawson Thorns hunt of January, 1926, which was a point of thirteen or fourteen miles, about thirty-six miles as hounds ran and which lasted about four-and-a-half hours.

We are told of the big obstacles in the Belvoir country, which would not have been appreciated by James I, who although a keen hunting man was "a bad horseman and a funkstick." The author warns us that in the Pytchley country the "Braunston Brook has the proud record of gathering in about twelve out of every twenty people who try to jump it."

The book, which is beautifully produced, will undoubtedly rank high in the estimation of all lovers of hounds and of all who know the countries about which the author writes. Those who intend to hunt in these shires and provinces should certainly study this book beforehand.

My one hope is that the author and artist will not rest content upon their laurels, but will continue their good work by producing further volumes, dealing with other hunts, hounds and horsemen.

The edition de luxe at ten guineas is already sold out. The cheaper edition, which is unlimited, costs £5 5s. and the sixteen full-page illustrations in colour are worth this money alone.

O. J. F. F.

"Ratcatcher to Scarlet." Written and illustrated by Cecil Aldin. Publishers: Messrs. Eyre and Spottiswoode. 25s.

Cecil Aldin in his preface modestly states that this book is for the young entry—for "the beginner in the noble art of fox-catching, of whatever age, be he youngster, subaltern, millionaire or embryo Jorrocks." It goes much further, however, for it will be found to be of absorbing interest to all who hunt, whether they be the young entry or the old hounds. The book is written in the form of letters, which are full of vivid touches and which contain convincing words of advice and is illustrated by sixteen full-page plates in colour and numerous sketches in black and white. The author takes us enthusiastically through the various steps of fox-hunting; from cubbing to a day's hunt in the shires, from sartorial instructions to the weight of a fox, from the first lessons in balance on a rocking-horse to the stage when the old hounds reach "the age of reminiscencing." The chapters deal with

Woodland Hunting, Lepping, Red-letter Rules, Hunting on Foot, The Hunting Visitor, Hunting Vocabulary, etc. His letter on "Lepping" is particularly good, although I join issue with the author when he states "a good dancer of to-day should make a good horseman." True, both must have balance, but surely the balance of the one is on the feet and that of the other on that part of the anatomy that touches the saddle. The author provides us with a good dictum—"It's better to take an honourable toss than to have a faint heart," which is preferable to that of Mr. Jorrocks' "A toss is a hawful thing."

How often do we see these Red-letter Rules violated by hunting enthusiasts, who should know better; such as following the huntsman round when he is making his cast or "coffee-housing" at a critical moment for the huntsman, when it is silence that he requires. If the Field will only take the words of advice of the author to heart, then they need have no fear that they are committing "howlers" and so bringing down upon themselves the wrath of the Master.

"Foxhunting," says the author, "is a national asset," with which we all agree. For the novice, "Ratcatcher to Scarlet" should become a text-book of this National Sport.

O. J. F. F.

"Horse Sense and Sensibility." By Crascredo. Illustrated by Lionel Edwards. Published by Country Life, Ltd. Price 12s. 6d.

This book opens well. "'Foxhunting is cruel, destructive, wasteful,' says the humanitarian. 'Well, so is life,' says the horseman. But can you suggest any better way of teaching courage, unselfishness, sympathy?" The answer to this question is No! and horse-lovers and sportsmen no doubt will agree with this. The author was evidently brought up with horses and has lived with them all his life. He has a wonderful way of imparting his knowledge to the readers of his book, whilst his subtle wit runs throughout its pages.

Probably every cavalry officer has seen the runaway horse on parade, but his recollection will be stirred and he will be moved to mirth at the escapade of the big horse which scattered the generalissimo's troops at a review. "He was one of those nameless horses. People are afraid to name them for fear of being overheard. His groom and I called him the 'Big Horse.'"

There is a delightful account of a witty conversation between an owner and the ghost of his horse "Paddy's Delight," on the subject of mechanical carriages, and we trust that the prophecy of "Paddy's Delight" may come true. Our sympathies go out to the horserover, who now has an empty stable which the author aptly names "the abomination of desolation."

The book contains new and humorous remarks about gift horses and about one in particular—"almost a lady's horse: But of course he catches hold just the least bit and he's got a nasty, er, that is a *funny* habit of not rising at his fences." The account of the "Compass ride" by night across Salisbury Plain will cause mirth to those who have already carried out such an exercise and instruction to those who have not done so. There are some excellent remarks on teaching the young to ride, which all horserovers, married or otherwise, should take to heart. The illustrations by Lionel Edwards are excellent.

This entertaining book should find a place in every sportsman's library and is recommended as an effective and rapid cure for attacks of "ennui."

O. J. F. F.

"Imperial Defence." By Stephen King-Hall. T. Fisher Unwin. Price 9s.

There is always a risk in a publication of this kind that some changes will occur while the book is still in the press, which may alter the reasoning and the conclusions. The author has been rather badly treated in this respect. The results of the Imperial Conference, the formation of the Imperial Defence College, and the production of joint estimates for the three Services, undoubtedly considerably affect the problem. The book is, however, of considerable interest and clearly

written, though it is essentially a "book for the taxpayer," as the author calls it, rather than one for the Services.

The author starts with a sketch of the constitution of the Empire, shows the difficulties inherent in it with regard to Imperial Defence, and goes on to show that the main trouble is that we must visualise definite ways to reach a definite doctrine, and yet maintain sufficient flexibility in our organizations to deal with the many varied types of warfare in which we might be involved. "The ostrich-like attitude of hiding one's head in the sand of unreality by pretending that war can only be discussed in general, seems to me to be on a par with putting lace round the naked legs of arm-chairs."

He shows what is the role of each Service—how the maintenance of communications is the primary one of the Navy, while the Army is, as yet, the only proved method of bringing rapid pressure to bear on an enemy to make him sue for peace. He includes chapters on the direction and co-ordination of the Services, gives an outline of the controversy over a Ministry of Defence, and shows what are the functions and composition of the Committee of Imperial Defence. It is in this portion of his book that recent decisions of the Government have had most effect. The establishment of the Imperial Defence College, which could only be included in a footnote in this work, undoubtedly should go far towards solving many of the difficulties of co-ordination which he mentions.

Perhaps the most valuable chapter is that on Disarmament, as the author clears the subject of much of the confusion caused by the extremists on both sides. To begin with, as he points out, disarmament could not mean merely the abolition of military weapons; more than that is involved. "For example, one of the main sources of German and Italian national strength for war is the high birth-rate in those countries. In this all-important matter of growing man-power France is notoriously weak. Yet the suggestion that a higher standard of birth control should be introduced into Germany and Italy by international agreement sounds as curious as does the alternative remedy that Frenchmen should breed more children and keep

fewer soldiers." He concludes these arguments with a bit of advice which all reformers should take to heart—that the motto for all disarmament fanatics should be: "Look before you lop."

The author has a clear way of writing which makes the book pleasant reading, and at times he is distinctly entertaining, *vide* his description of the regular soldiers in the last war—"The professional soldiers in the last war were like despairing mahouts on top of mad elephants on whose trunks were clustered politicians, newspaper proprietors, neutral observers and kings of commerce, and in whose bellies seethed the activities of tens of millions. No wonder some of the professionals failed to come up to expectations; they'd been trained as jockeys, not as conductors of mad elephants."

If the general taxpayers of the country can be persuaded to read this book, the three Services will owe a considerable debt to the author, while his concluding words should be thoroughly taken to heart by the whole community; "Progress in Imperial Defence is not to be reached by short cuts; they lead to material and organizations which are 'in peace a charge; in war a weak defence.'"

H. G. E.

"A brief outline of the Campaign in Mesopotamia, 1914-1918."

By Major (Temp. Lieut.-Colonel) R. Evans, M.C., Royal Horse Guards. Sifton Praed & Co., Ltd. Price 7s. 6d.

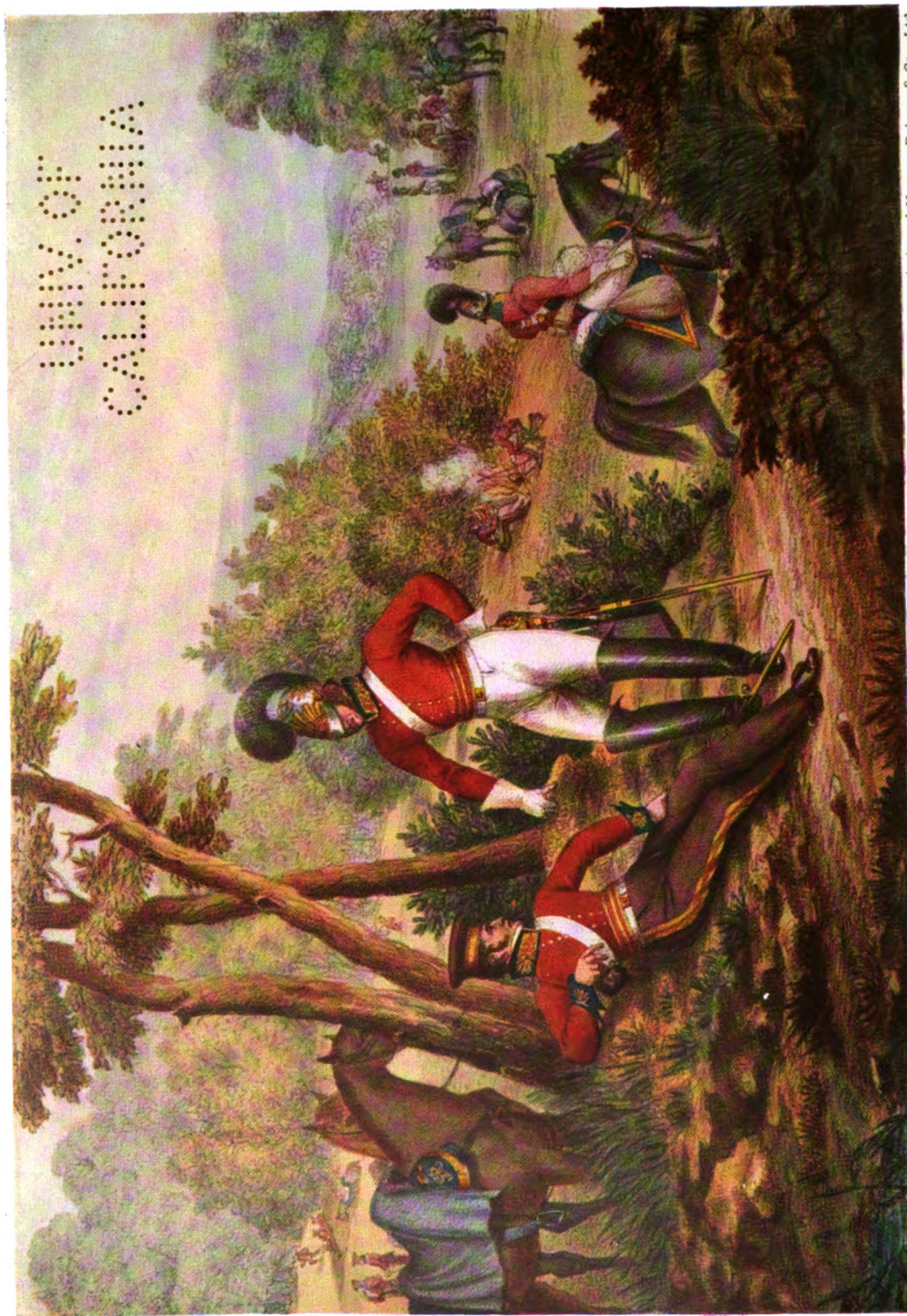
A book such as this has for some time past been greatly wanted both by the military student and by the regimental historian, who, in their various and varying labours, have hitherto been somewhat handicapped by the meagre character—apart from the official history—of reliable literature dealing with a very difficult and a very protracted campaign.

Colonel Evans is well equipped for providing such a work as that now before us; he served in Mesopotamia both as a regimental officer and on the staff; and that he has given a great deal of thought and research to the general conduct of the operations was apparent in a lecture which he delivered

at the *Royal United Service Institution* in February, 1923, on the "Strategy of the Campaign in Mesopotamia," a lecture which he has now very usefully expanded into this book. His work is modestly entitled an "outline," but it is an outline of the kind which we seldom get, for he gives us a very complete history in miniature of all the major events that transpired; makes clear the very serious difficulties by which each commander in turn was encountered; and, while not sparing in criticism of an adverse kind when such is necessary, he never fails to give due credit to those who had on occasion to fight to uphold prestige—what in India is called "Izzat"—even at the cost of any real strategic advantage. Throughout it is made very clear how serious were the administrative difficulties, and how much the most successful of all the commanders of the Mesopotamia Army owed to the efforts which General Lake had made to overcome them, during the comparatively short time that he held the chief command.

To some readers it may seem that Colonel Evans hardly stresses sufficiently the effort which India had already put forward before the Mesopotamian campaign had commenced, and continued in ever increasing measure to make during the four years that the operations were in progress. This effort has never been acclaimed as it deserved, for not only was it immense and protracted, but it was one which appears never to have been in any way foreseen; and if the Expeditionary Force was in its inception ill-equipped, allowance must be made for all that India had already provided for other theatres of the World War. By the end of 1914, India had sent overseas six expeditionary forces and had parted, in addition, with thirty-two regular British Infantry battalions and the bulk of her Horse, Field and Heavy Batteries of Artillery.

Colonel Evans' book is most clearly written and is by far the best condensed history of the campaign which has so far appeared; it is something of a *tour de force* to have managed to get this account into some 135 pages; the accompanying appendices and maps are all that could be desired in illustration of the text.



From a painting by E. Hull, 1818

BIVOUAC OF THE LIFE GUARDS

By permission of Messrs. Robson & Co., Ltd.

"The Dress of the 1st Regiment of Life Guards in Three Centuries." By U. H. R. Broughton, late 1st Life Guards. Halton & Truscott Smith, Ltd. Price 8 *gns*.

This very handsome book was published last year, with the intention, as the compiler states in his foreword, to provide a record devoted to the representation of the 1st Life Guards before the distinctive character of the Regiment should have been obliterated. From the time when, some ten years ago, the author joined the Regiment, he commenced to form a collection of regimental prints, and here he has given us an especially well-chosen number of specimens, forty reproduced in colour and the same number in monochrome, illustrative of the costumes of the Regiment in peace and war, from the date of its inception down to that of its recent amalgamation with the 2nd Life Guards. Among these are reproductions of prints and paintings very rarely met with ; all are admirably produced ; and the whole book forms a very beautiful memento for all who have ever served in the 1st Life Guards.

Mr. Broughton contributes a brief but interesting and historically accurate account of the uniform of the Regiment from 1670 down to 1823, which enhances the value of his book ; and we are sure that our readers will appreciate his courtesy and that of his publishers in permitting us to reproduce in this issue of the CAVALRY JOURNAL one of the coloured illustrations contained in this very sumptuous volume.

"The History of the St. Leger Stakes." By J. S. Fletcher. Hutchinson & Co. 21s. net.

In this book Mr. Fletcher gives us a complete history of the St. Leger from 1776 to 1926. It is not only to the student of racing that the book will appeal, as in the various chapters the author throws some fascinating sidelights on life at the beginning of the nineteenth century.

One wonders what the present day stewards would have said to some of the riding. In 1802, Orville having won the St. Leger, was started in the Doncaster Cup the following day. In this race Jackson on Alonzo and Shepherd on Sir Soloman

agreed together to make the St. Leger winner run away. Consequently they got on each side of him and administered a series of sly cuts with the whip. On his jockey threatening to report them to the Jockey Club they put him on to the rails. No official notice appears to have been taken of these drastic proceedings.

As showing what horses were expected to do in the old days, Mr. Hutchinson's Oberon, after winning the Doncaster Stakes, ran for and won, within the hour, the Gold Cup. Both races were four miles in length.

To some, the exceedingly detailed accounts of the various races may seem somewhat tedious, and there are one or two mistakes which might have been expected to have been corrected before publication, such as when Thais is referred to as a winner of the Derby, but these are only slight defects in an extremely interesting work.

The book is well illustrated and should be read by all lovers of racing.

“Record of the 4th Royal Irish Dragoon Guards in the Great War, 1914-1918.” By The Rev. Harold Gibb. With a Foreword by Field-Marshal The Viscount Allenby, G.C.B., G.C.M.G.

The author was at first an Army Chaplain attached to Headquarters, but was gazetted in October, 1914, as a combatant officer to the Regiment, with which he served until May, 1915, when he was wounded in action, with the unhappy result that he permanently lost his eyesight.

On the declaration of war, the 4th Dragoon Guards were stationed at Tidworth, and together with the 9th Lancers and 18th Hussars, formed the 2nd Cavalry Brigade.

Disembarking at Boulogne on the 16th August, 1914, the Brigade was pushed forward immediately in the direction of Mons, and on the morning of the 22nd when near Casteau, first touch with the enemy was obtained by the 4th Dragoon Guards, the first shot of the British Army in the War being fired by Corporal Thomas. In the same affair, Captain C. B.

Hornby was the first British officer to draw blood with his sword.

A graphic description is given of the great Retreat, including the charge with the 9th Lancers, at Audregnies on 24th August, so saving the 5th Division from an organized counter-attack during the retirement.

The author happened to be in St. Quentin, after the main body of infantry had gone through, and was one of the few eye-witnesses of the condition of the stragglers found there. Cut off from their units, all utterly weary, they were incapable of pulling themselves together, despite cajoles or threats. Major G. T. M. Bridges found them so when he arrived, and immediately received the inspiration of the toy drums and penny whistles, which he was able to purchase locally, with the result that their enthusiasm was raised, and they were stirred into life. This episode "The Toy Band," has since been put into verse and set to music, forming one of the appendices.

The withdrawal continued, always nearer to Paris, but on the afternoon of the 5th September a change of direction was ordered, moving north-east towards the Germans. The 4th Dragoon Guards were the advanced guard, and when near Pecy, the culminating point of the German advance was actually witnessed, Von Kluck's advance cavalry bumping into the Regiment as it led the Brigade. From that moment our advance began, and the order was issued to push on vigorously to the attack towards the Petit Morin.

The subsequent part of the narrative is, and quite unavoidably so, that common to most other cavalry units on the Western Front: dismounted duties in the trenches, and monotonous marches to and from the coast. On 8th August, 1918, the battle of Amiens began, a day which will always be remembered by those who took part in the attack as the day in which the cavalry after so many weary months of waiting, had at last come into its own.

During the final advances the Regiment was continuously pushing forward in a north-easterly direction, and on the morning of the 11th November, when the "Cease Fire" sounded,

was in close touch with the enemy to the south of Ath, a spot only a few miles distant from their first encounter in August, 1914.

The 4th Royal Irish Dragoon Guards, together with the 1st Cavalry Division, were shortly afterwards withdrawn, and after a few days' rest, led the advance of the British Army to the Rhine, Cologne being occupied on the 8th December, whilst on the 18th the Regiment crossed the Hohenzollern Bridge over the Rhine at the head of the column of British troops detailed to occupy the zone of German territory to the east of that river.

The 27th April, 1919, saw the return home. The Regiment, sailing from Antwerp, reached Kingston, via Tilbury and Holyhead, after four years and three months' active service in France and Flanders, from the first clash with the enemy until the very moment of "Cease Fire."

The Regiment is to be congratulated on the compilation of such an interesting record of their indomitable spirit and gallantry, which have won for them a place high on the roll of fame.

There are several useful appendices, the illustrations are good, and the appearance of the book is all that could be desired.

K. R. W.

"P.W.O. The Scinde Horse, 1839-1922." By Colonel E. B. Maunsell. With a Foreword by General Sir George de S. Barrow, K.C.B., K.C.M.G., A.D.C., Colonel of the Regiment. (Published Privately by the Regimental Committee.)

This is a History of an old Indian Silladar Cavalry Regiment, the tradition of which is closely associated with the name of that illustrious soldier and pioneer, John Jacob, and recently strengthened by the amalgamation of the 35th Scinde Horse and 36th Jacob's Horse, which Regiments have now come together again as one, owing to the late general order for the reduction of the Indian Cavalry, after being separate units since 1846.

Although the narrative is continuous, the story may be said to be sub-divided into four parts. The first part deals with the period from the raising of the original regiment in 1839, until the outbreak of the Great War in 1914, which period is only, as entitled, "An Outline of the Services of The Regiment," and, therefore, more of the nature of a précis. There is, however, a fully descriptive chapter on the action at Maiwand in July, 1880. We should have liked more details of these earlier stirring times, when the regiment was continually adding fresh lustre to its name, but evidently space did not permit. The second part shows how the old 36th Jacob's Horse fought with distinction in France and Flanders, and subsequently took part in the great cavalry operations in Palestine which resulted in the complete overthrow of the Turkish Army in September and October, 1918. The third part deals with the 35th Scinde Horse, who during the Great War were retained in India for internal security, and consequently were denied the opportunities of service against the Germans and Turks. This Regiment was, nevertheless, called upon to furnish many heavy drafts for overseas. Subsequently it played a heroic part during the Arab Rebellion in Mesopotamia in 1920-1921, especially in the combat at Kifl. The fourth part deals with the amalgamation of the 35th Scinde Horse and 36th Jacob's Horse in 1921, when in recognition of their services, the Regiment was honoured by the appointment of H.R.H. The Prince of Wales as Colonel-in-Chief, being re-numbered and bearing the official title, 14th, Prince of Wales's Own, The Scinde Horse.

Colonel E. B. Maunsell, the former commandant, was one of the very few officers who had the good fortune to serve with the two Regiments on active service, throughout the Great War and the Arab Rebellion, with the result that the reader has the advantage of having the knowledge of his personal observations and recollections, together with first-hand reports from other officers who were present.

Several of the accounts of operations are rather of the nature of tactical studies, and as such cannot fail to prove of interest. The appendices are varied and well chosen.

"MAN DIES, BUT THE REGIMENT LIVES."

The book, a valuable addition to the existing historical literature on our Indian Cavalry, is handsomely produced and copiously illustrated, especially that part relating to the campaign in Palestine, whilst the plates depicting the incidents of the Second Afghan War are from contemporary sketches, by the well-known artist, Major G. D. Giles, himself an old Scinde Horseman. The maps are clear and adequate. There is also an index, without which no work of this description would be complete.

K. R. W.

"Warriors at Ease." By Anthony Armstrong ("A.A.")

As a purveyor of yarns of the humorous side of soldiering "A.A." must take high rank. His little book, "Warriors at Ease," is a collection of his contributions to *Punch*.

He has an excellent sense of humour and of the ridiculous and he extracts from the every day proceedings of barrack life and training an inordinate amount of fun. All the characters are well drawn and their little idiosyncracies ably brought out.

We like his series dealing with "On Manœuvres" best of all though in actual fact there is little to choose between any of the tales.

Umpires and umpiring come in for a certain amount of gentle and amusing criticism, but "A.A." in the end admits their usefulness for he states "that it is felt that if a Commander can thus defeat an Umpire who knows all the ground and the plans and dispositions of both sides he should have no difficulty in outwitting an enemy, whose knowledge is confined to one side."

The whole book is one long laugh from beginning to end and we strongly recommend all those who have not yet met Captain Bayonet, Corporal Scabbard and Private Pullthrough, to do so as soon as possible, and we are certain that they will not regret the 3s. 6d. which the book costs.

“ All the World's Aircraft.”

“ All the World's Aircraft ” has already taken its place among standard reference works ; the editors are, however, never content with previous results but contrive each year to present the growing mass of information in more readily accessible form. The work is divided into four parts. The first consists of historical notes on the year's work of each nation ; the second and third parts contain descriptions and illustrations of all modern aeroplanes and engines, and the fourth part deals with airships. The first part is of most general interest and of the fifty nations recorded we would particularly draw the attention of readers to the accounts of aviation in Afghanistan, Russia and Yugo-Slavia. Progress has been made in standardising the form of these accounts and the list at the beginning of each showing the number of aerial societies and journals affords a rough comparison in the interest in aviation taken by each country.

The general reliability of aircraft and engines can be gauged by the list given of Noteworthy Flights in 1925-1926 and the list of World's Air Transport Services, Summer, 1926. The latter would have been more valuable had it been illustrated by a map showing European Air Routes. Among the Noteworthy Flights of 1926 are the two carried out by units of the Royal Air Force to Kano and to Cape Town. The continuance of such flights is of great military and political importance. Attention is drawn under “ Australia ” to the growth of air lines and under “ Canada ” to the remunerative work carried out by the Royal Canadian Air Force. Further satisfaction can be obtained by the account of the popularity of British engines abroad, notably of the “ Jupiter,” which is manufactured under licence in France, Italy and Czecho-Slovakia.

A comparison between British, French, German and American civil aviation (though the notes on the last are disappointingly brief) shows that the greatest drawback to the progress of British Aviation is the lack of enthusiasm, even interest, shown by the general public—a defect which this publication should help to remedy.

“Services Sports Diary.”

We are in receipt of the 1927 edition of this already very popular publication, which has been slightly reduced in size to make it more convenient for the pocket.

The book contains, as previously, dates of the principal Service and other sporting events, as well as the records, general information and tables, to be found in the ordinary diary.

New features, which will be both interesting and instructive to readers, may be summarized :

- (1) Calendar for four years (1926-1929) instead of three years ;
- (2) Dimensions of sports grounds, courts, gear, etc. ;
- (3) Winners for the past five years of amateur and open championships, and the County Cricket Championship Table, for 1926.

“A perfect sports diary” and “a wonderful production that no Service man can afford to be without” are extracts from the excellent reviews that the 1926 edition was accorded by the London press.

The Diary is obtainable from : Messrs. Alfred Hays Box Offices, 26, Old Bond Street, W.1, and 74, Cornhill, E.C.3. By members of His Majesty's Forces, in addition to the above, from any N.A.A.F. Institute, or Headquarters, N.A.A.F.I., Imperial Court, Kennington, S.E.11.

Prices : Bound in blue leather, with pocket and pencil, 2s. 6d. ; Bound in cloth, without pocket and pencil, 1s. 6d. (postage extra).

“The Luck of the Navy.” By O. Boulton. Hazell, Watson & Viney. Price 1s.

This, which begins with King Alfred and ends with “Lord Bothermene,” whom I take to be the brother of another, perhaps some would say a greater, Alfred, gives in some thirty spirited, if jingling, stanzas, an epitome of British Naval history. There is one statement to which exception might be taken : “Once for prudence and caution an Admiral was shot.” Voltaire said

that Byng was shot *pour encourager les autres*, but the real reason was "because Newcastle deserved to be hanged."

If there are any sailors now-a-days who like giving, or (less probable) listening to recitations, these verses would seem well suited for such a purpose. Though perhaps it would be as well first "to pipe all hands to rum" if this picturesque custom still obtains in the Senior Service.

F. J. H.

"Common Mistakes in the Solution of Tactical Problems and How to Avoid Them." By Brevet Lieut.-Colonel A. B. Beauman, D.S.O. Hugh Rees. Price 2s. 6d.

This book has now reached its second edition, which in itself is a recommendation. It has been enlarged and once more carefully overhauled.

A new chapter is included dealing with the Organization of Training, which gives a very sound guide to those who have never had any experience in drawing up training circulars and programmes.

The object of the book, as the title proclaims, is to point out certain mistakes which it has been found by practical experience are most commonly made.

Some of the points brought out may appear to be elementary, but it must be remembered that the book is for officers of all arms and what may be clear to one may not be so to another.

We recommend all those who are learning how to solve tactical problems to read the book; we are sure they will get good value for their money.



SPORTING NOTES

DONCASTER.

So often of late years has the St. Leger brought about the downfall of hot favourites that many people were pessimistic as to Coronach's chance of success.

Keysoe (100/8), Caligula (100/6), Polemarch (50/1), Royal Lancer (33/1), Tranquil (100/9), Salmon Trout (6/1) and Solario (7/2) for the past seven years made dismal reading for backers.

This year, however, we have one of those great horses that appear too rarely now-a-days to whom neither distance nor the state of the going makes any difference.

Twelve horses faced the starter, Coronach being quoted at 15/8 on; Masked Ruler 10/1; Comedy King and Foliation 100/7; Booklet 100/6; and long odds bar six. The race needs little description. In spite of being none too well away the son of Hurry On and Wet Kiss had gone through his horses when little more than a furlong had been covered. At the end of half a mile he must have established a lead of nearly ten lengths. After entering the straight, Childs eased his mount and allowed the others to approach him. Many then thought his bolt was shot, but a master of the art of race riding like Childs knows exactly what his horse has left in him, and without asking Coronach for a serious effort kept the others at bay to win easily by two lengths from Caisot. Foliation, six lengths away, was third.

Lord Woolavington, though his health has been far from good for a long time, was present to see his colt win. Naturally he was overwhelmed with congratulations.

THE CHAMPAGNE STAKES.

In writing of Ascot we stated that amongst the field that Damon defeated in the New Stakes were several who might have been expected to win this race in an ordinary year. This performance seemed to stamp him as a high class colt. At Newmarket, however, he had been defeated by Hot Night. The colt cannot have been at his best on this occasion as on the Tuesday he turned the tables decisively and won from Call Boy and Sickie.

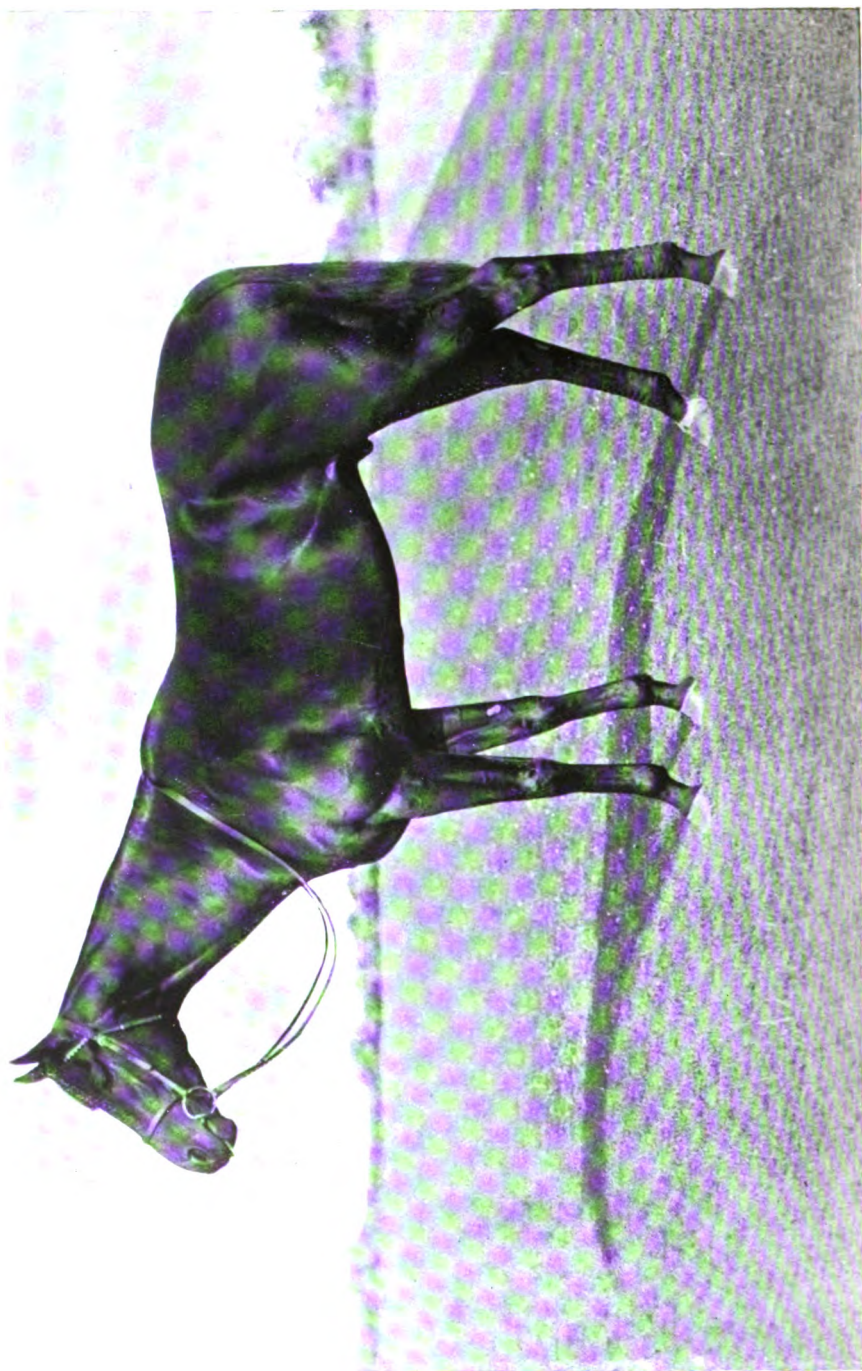
THE JOCKEY CLUB STAKES.

This race, run at Newmarket on 30th September, brought about the defeat of Solario. To many of us it is almost a tragedy to see a great horse beaten. Solario can hardly have been himself. A long way from home it was seen that he was not striding out in his true form. First Foliation and then Foxlaw challenged him. Solario began to roll and all Childs' efforts could not prevent him from bumping Foliation on to the other. He steadied him



CORONACH

By permission of Clarence Haily.



COLORADO

By permission of Clarence Halley.

for a final effort, but it was of no avail, and Foxlaw won by a neck, Foliation being half a length away, third.

An objection quickly followed, Jones objecting to both first and second. After a long enquiry the Stewards decided in favour of Foxlaw but disqualified Solario for second place.

THE CESAREWITCH.

Yet another has to be added to the list of long priced winners of this important handicap, Myra Gray, a bay mare by Ambassador—Lady Canny, winning by two lengths from Miss Sport and Templestowe. The starting price is given at 50/1, but there can have been little business done at this price.

The race was a curious one to watch. As soon as the horses appeared in sight it was seen that Myra Gray was in front. Over half a mile from home almost every horse in the race was running under the whip, and by the time the bushes were reached most of the jockeys had accepted the situation. The second and third stayed on well but never looked like catching the leader. Mendoza was prominent for a long way, and Foxlaw, Glommen and Mafoota all ran well. Try Try Again went amiss just before the race. At the bushes she was about eighth but was running listlessly and faded out soon afterwards.

The winner was well ridden by L. Read. His name does not appear in the list of apprentices published at the commencement of the season but he has ridden well on previous occasions this year and looks like making his mark.

Not since 1914 has the race been won by a horse carrying less than 7 st., but this time all the first three were in the 6 st. division.

THE CAMBRIDGESHIRE.

Insight 50/1, Bulger 20/1 and Asterus 25/1 as the first three is a sufficiently surprising result, but to those who were not present it must have been astounding. In the mid-day editions the winner was quoted at 100/1, and the second, having won the last race on the previous day, was not even given as a probable starter. However, nothing can stop Mr. Macomber. Two Cambridgeshires and one Cesarewitch in just over twelve months! It seems almost incredible.

Delius was a screaming hot favourite. He got well away and commanded his field for the first five furlongs. At the bushes he was tackled by Bella Minna and at once faltered. He appeared to come again slightly but was not able to get nearer than fourth. Embargo, Plack and Oojah were all fancied, but never appeared to hold a winning chance.

The going was perfect and the start an exceptionally good one.

* * * *

As in previous years we give the weights for the Free Handicap. It will be noted that the two at the head of the list are both in Persse's stable, but as The Satrap has been sold to go abroad we shall not see him again in this country.

As bearing out what we wrote about the New Stakes at Ascot it will be remembered that the first five were Damon, Sickie, Adam's Apple, Applecross

and Shian Mor. It is not often that one sees such a good lot of two-year-olds in the same race comparatively early in the season.

FREE HANDICAP WEIGHTS.

(Race run at Newmarket on 29th October).

The Free Handicap of 100 sovs. each, 25 sovs. forfeit, for 2-year olds ; lowest weight not less than 6 st. ; Bretby Stakes Course (six furlongs).

	st. lb.		st. lb.
The Satrap	9 0	Tetra Glass	7 5
Damon	8 12	Mowbray	7 5
Sickle	8 10	Brisena	7 5
Adam's Apple	8 10	Albanian	7 5
Birthright	8 9	Sunny Maid	7 5
Call Boy	8 9	All's Blue	7 5
Shian Mor	8 7	Crushed	7 5
Knight of the Grail	8 7	Nipisiquit	7 4
Hot Night	8 7	Friary Court	7 4
Applecross	8 6	Oriental Knight	7 4
Cresta Run	8 6	Dark Warrior	7 4
Jennie Deans	8 6	Toureen	7 4
Fourth Hand	8 5	Le Roi Soleil	7 4
Bold Archer	8 5	Preceptor	7 4
Stornello	8 2	Monastery Garden	7 4
Prestissimo	8 1	Friar of Orders Gray	7 3
Rhonia	8 0	Presto	7 3
Dian	8 0	Firmament	7 3
Flashing Star	8 0	F. Hera, by Skyrocket	
Kentucky	8 0	out of Helenora	7 2
Friar Dominic	7 13	Obol	7 2
Priscilla	7 13	Skald	7 2
Lovely Naples	7 12	Chandos	7 2
Good St. Anthony	7 12	Sunne's Bride	7 2
Double Barrel	7 12	Adieu	7 2
Pleasant Thoughts	7 11	Begue	7 2
Helene	7 11	Beagle	7 2
Habibi	7 11	Nadia	7 1
Treat	7 11	Globula	7 1
Trafad	7 10	Dazzler	7 1
Tormentilla	7 9	Aaron's Rod	7 1
Avalanche	7 9	Joliment	7 1
Grande Vitesse	7 8	Dingaan's Day	7 1
Beau de Ghent	7 8	Lemin	7 1
Alan	7 8	Curialis	7 1
Casino	7 8	Golden Ermine	7 1
Roman Empire	7 7	Royal Salute	7 1
Black Knight	7 7	In Tune	7 1
La Douairière	7 7	The Veil	7 0
Endowment	7 7	Elfinette	7 0
Totem Dance	7 7	Vanish Away	7 0
Berenice	7 6	Irenia	7 0
Sundry	7 6		

By permission of Clarence Hailey.

JACK HORNER



24

WINNIE
CALIFORNIA



PILLION (R. Perryman up)

By permission of Clarence Hailey.

The Doncaster sales shewed that there is lots of money somewhere in the country, the prices realized being exceptionally high.

The following are amongst the largest given :

c. by Gay Crusader—Love Oil (Mr. Courtauld) ..	12,000 gns.
c. by Gainsborough—Glaciale (Lord Beaverbrook) ..	8,000 gns.
c. by Hurry On—Inflammable (Mr. F. Darling) ..	7,000 gns.
c. by Phalaris—St. Amour (Mr. R. C. Dawson) ..	7,000 gns.
f. by Gainsborough—All Orange (Sir C. Hyde) ..	7,000 gns.
c. by Phalaris—Salamandra (Capt. Wills) ..	6,200 gns.
f. by Hurry On—Rododaktlylos (Mr. G. Lambton) ..	6,000 gns.

As a point of interest we have looked up the performances of the six highest priced yearlings at the corresponding sale last year. Up to the end of October they are as follows :

Fete	12,000 gns.	Has never run.
Gay Baby	10,500 gns.	Still a maiden.
Sword of Honour	6,200 gns.	Has never run.
Grey Hill	6,100 gns.	Still a maiden.
Meena	6,100 gns.	Has never run.
Heart's Desire	6,000 gns.	Still a maiden.

Thus for an outlay of 46,900 gns. the net return is nil.

POLO.

THE ARMY IN INDIA TEAM.

THE *Pioneer* has published an interesting article on the arrangements as they stand at present. According to this the team, as at present selected, will be Major Atkinson, Major Williams, Capt. Dening and Capt. George. This team was due to assemble at Meerut on the 23rd October. In addition to the four selected players, Capts. Anderson and Pert, of the 15th Lancers, Capt. Taylor, of Probyn's Horse, and Capt. Alexander of the C.I.H., were asked to be at Meerut on the same date.

Of these four it is probable that two will accompany the team to India as reserves.

It will be noted that the team as selected is the same that won at Delhi last spring. Their total handicap is 30. After practising at Meerut the team is due to play in the Duke of Connaught's Cup at Delhi in November, the Championship Tournament at Calcutta in December, and the Prince of Wales' Tournament at Delhi in February. The results of the first two tournaments will be known by the time these notes are in print.

About thirty ponies will be shipped to England in March. It is hoped to collect another fifteen there and to send both lots to America at the end of April. The team is due to arrive home at the beginning of July and will therefore have two months in which to practise before the International Matches in September.

Later news, however, is to the effect that the teams may proceed direct to America. As having to play on the soft ground in England might adversely affect their form, the last arrangement appears to be distinctly the best.

In the final of the Duke of Connaught's Cup the Army-in-India team defeated the Wanderers by 6 goals to 4. Telegrams from India state that the narrowness of the margin was due to the fact that Major Williams was not well and was riding unfit ponies. That being so, the match as a serious test must have been practically worthless and it is to be hoped that the management will see that in future matches the ponies are brought on to the ground in proper condition.

In the earlier ties the winners had beaten the Royal Scots Greys 12—5, and the Delhi Polo Club 14—2.

THE NATIONAL PONY SOCIETY

The London Show will be held at the Royal Agricultural Hall on Friday and Saturday, March 4th and 5th.

The competitions held under the control of the Society take a large range. There are in all fifty-two classes, with prize money and cups amounting to over £1,000.

Facilities are given for all types of ponies: Polo, Young stock, Mares, Stallions and Riding Ponies, Dales, Dartmoor, Fell, Highland, New Forest, Shetland and Welsh, with classes for children's riding ponies and jumpers.

The Society is extremely well managed and deserves every success.

THE HUNTERS IMPROVEMENT SOCIETY

The London Show will be held at the Royal Agricultural Hall on 1st, 2nd and 3rd March, in conjunction with the War Office. The King's and super premiums for thoroughbred stallions and the premiums in the Produce Group class, with gold, silver and bronze medals will again be offered by the Society for the owners of the sires of the first three groups.

The schedule of the fifteen classes for which the Society will be responsible will remain unchanged, so that a total sum of £18,900 will be offered for selected exhibits in both sections. The limit of age in the riding classes will be restricted to horses not exceeding eight years old.

The exhibition class, showing the types of horses required in the Army will again form an integral part of the programme, as the various details will be on view during the three days of the show and specially paraded on the Wednesday afternoon.

GOLF

THE CAVALRY CLUB AUTUMN MEETING

The meeting was held at Princes', Sandwich, on 22nd, 23rd and 24th October.

The weather was cold, especially on the Saturday, when there was a biting wind which made things very unpleasant for the players.

The competitors numbered thirty-six, the largest number that have yet played in any of the Club competitions, and for the semi-finals the four left in were Capt. B. McE. A. Hay, Capt. A. F. G. Renton, Capt. F. P. MacIntyre and Capt. C. B. Blacker.

In the final, Capt. Blacker defeated Capt. Renton. The winner thoroughly deserved his victory. At the beginning he had to play Major G. Burnham, a nerve shattering opponent to meet in the first round of a competition, and in the second round he was up against another fine golfer in Major C. B. Ormerod.

In the Beaten Players Competition, Major C. W. Turner, who in the open event had fallen a victim to Capt. Renton in the first round, defeated Major C. B. Blacker in the final.

Most of the players have been regular attendants at the meetings but Capt. Renton is a new comer. A painful experience has taught us that these Cavalry Club competitions take a vast deal of winning, and anyone who can win five matches over Princes' in bad weather must be a thoroughly sound golfer.

Major Gilliat has worked hard to make the annual competitions a success and has met with his reward, as they are steadily becoming more popular.

CAVALRY FOOTBALL ASSOCIATION

Result of the Draw for the Competition 1926-1927

1ST ROUND

Match "A"	3/6th Dragoon Guards	v.	16/5th Lancers.
Match "B"	Royal Horse Guards	v.	7th Hussars
Match "C"	17/21st Lancers	v.	The Royal Dragoons..
Byes :	King's Dragoon Guards ; 10th Hussars ; 11th Hussars ; 13/18th Hussars ; 14/20th Hussars.		

2ND ROUND

Match "D"	13/18th Hussars	v.	14/20th Hussars.
Match "E"	11th Hussars	v.	King's Dragoon Guards.
Match "F"	Winners of "A"	v.	Winners of "C."
Match "G"	10th Hussars	v.	Winners of "B."

SEMI-FINALS

Match "H"	Winners of "E"	v.	Winners of "D."
Match "I"	Winners of "F"	v.	Winners of "G."

The first named teams in the 1st and 2nd Rounds have choice of ground. Kick off will be arranged to allow of an extra half-hour being played if necessary.

One Semi-Final will be played at Tidworth on 4th March, and the other at Aldershot on 5th March, 1927.

The Final will take place at Tidworth on Friday, 11th March.

The following Committee was appointed for the current season :

Colonel Comdt. B. D. Fisher, C.M.G., D.S.O. (*Chairman*).

Capt. S. C. Dumbrick, The Royal Dragoons.

Capt. J. B. McKay, 7th Hussars.

Lieut. F. B. Barton, 17/21st Lancers.

Capt. S. P. Keyworth, R.H. Guards (*Hon. Secretary*).

It was decided to play the match between the 1st and 2nd Cavalry Brigades at Aldershot on Wednesday, 30th March, also to arrange a match between a C.F.A. team and the Aldershot Command, if possible, on Saturday, 2nd April.

It was announced that the 3/6th Dragoon Guards had restored the original Cavalry Cup, won outright by the 3rd Dragoon Guards in 1907, to the competition and Colonel Burrs Lindow, who presented the cup on the formation of the competition in 1896, has expressed the wish that it should remain a perpetual Challenge Cup and never be won outright.

REMINISCENCES OF POLO IN INDIA THIRTY YEARS AGO

By GENERAL SIR BEAUVOIR DE LISLE, K.C.B., K.C.M.G., D.S.O.

THE changes during a single generation are not generally as noticeable in sport as in other matters, but polo is an exception. The game has altered considerably during the thirty-five years since I first organized a Regimental Polo Club in India in 1890, and what then was considered a good team would have small chance of success in these days. The size of the ponies was limited to 13.2, changing about that time to 13.3 ; in fact, the size of a child's pony.

The players, individually brilliant, played with little or no combination and it was not until 1896 that team play became an essential for success.

Looking up old records of Polo in those days it is sad to realise how many of the leading players of the nineties have passed over, and it is only natural to find that those who are still with us are no longer among the players of to-day. Many of these, brilliant in their day, are almost forgotten by their contemporaries, and their names never heard of by the present generation. Others bear well-known names in their professions, but it is forgotten that they used to be better known in the world of sport.

Looking at the account of a polo tournament at Lucknow, I first notice the names of the two umpires : Major Smith-Dorrien and Capt. Gough ; then leaders of all forms of sport, now both retired generals who commanded armies in the Great War.

Both of these officers were experts in the saddle whether on the race course, after pig, or on the polo ground. When Gough captained the team of the 16th Lancers in 1897, that team improved fifty per cent. on what it had been the year before, and in the final match of the Inter-Regimental Tournament there was nothing but luck which deprived them of victory. The match was described by a writer in the press as " the finest match ever played

between two regimental teams," a description that will be endorsed by anyone present who may recall those days.

The same year saw the *debut* of the young team of the 4th Dragoon Guards, in which Mr. Crosbie, Mr. Hardress Lloyd and Mr. Matthew-Lannowe all showed such wonderful promise. Of these Colonel Lannowe is the only remaining player, but as all know, Brig.-General Hardress Lloyd reached international form and was perhaps the best back who ever represented us in America.

The best of the individual players of those days was Colonel Babington, of the 16th Lancers. Superbly mounted and a finished horseman, the picture of him taking the ball down the ground is one that I must always retain with pleasure and admiration. Still more did I admire his unselfishness the following year in standing down to allow a young player with only half his skill to take his place for the benefit of the team. Those who lay alongside his famous 23rd Division in France realised that Lieut.-General Sir James Babington had lost none of his splendid spirit and enthusiasm which he had shown twenty years earlier when commanding the 16th Lancers at Lucknow.

The most famous of all the individual players of those days was Colonel Heera Singh, of the Patiala State team. Originally he was a duffadar or sergeant in the 12th Bengal Cavalry, and his remarkable proficiency on the polo ground was generally thought to be the reason for his transfer and rapid promotion. During my forty years of polo playing I have never seen finer individual play. His horsemanship was remarkable even among the best, and his skill with the stick, which he used like a racket, I have never seen equalled. For years he had been accustomed to win second class tournaments by his own personal skill regardless of the remainder of his team, and nothing would induce him to alter his tactics when opposed to good team play. The result was fatal, and after 1896, when team play was introduced and became universal, Heera Singh could no longer win tournaments for his side; on the contrary, he became a distinct handicap, and in the first Championship Tournament, held at Lucknow in 1898, the Patiala team were defeated by the 18th Hussars in the semi-final; the latter team being themselves defeated by 5 goals to 1 in the final. This proved the enormous value of team play versus the best individual skill.

Since that time polo has made remarkable progress, and if the standard of skill with the stick seems not always as high as in the past, this is perhaps the natural feeling on the part of everyone of a past generation. This does not apply to polo only, and reminds me of the remark made to the editor of *Punch* to the effect that *Punch* is not as amusing as it used to be. "No," replied the editor, "it never was."

NOTES FROM AN OLD DIARY

So many cavalry officers have of late transferred their fortunes to Kenya that a description of a trip undertaken by a former Hussar during his period of service with the Uganda Rifles, now the K.A.R., may be of interest to some readers.

Shortly before the outbreak of the South African War the writer was stationed at Foweira, a solitary post on the Somerset Nile between the Victoria and the Albert Nyanzas.

After a long period of hard and monotonous work it came as a pleasant change to receive instructions to visit Fajao, then in charge of a British N.C.O., to make enquiries about some property claimed by one of the local chiefs. Although the distance was comparatively short it was not until the fifth day that the journey was completed, owing to the intense discomfort caused by jiggers. These pests were then so common that a considerable proportion of the native troops was often completely disabled by them, and in spite of dressings with carbolic four times a day it was quite usual to have as many as eight or ten removed in the course of twenty-four hours, and the pain during a long march was acute.

During the greater part of the way the route followed the course of the Nile. The river was a succession of rapids owing to the steep fall in the level of the bed, the difference between Foweira and Fajao being from 1,200 to 1,500 feet. On the way a bush buck fell to a lucky shot, which hit him at the base of the spine as he was moving through some thick bush, and the next day a very fine water buck was added to the bag.

Whilst at Fajao instructions arrived to go over to the west side of the Albert Nyanza to interview the Belgian authorities, who were claiming certain territory which we considered to be within our sphere of influence. There was no map and the instructions frankly stated that no boundary could be laid down and that all that could be done was to make the best arrangements possible. On arrival at the lake the water was found to be so rough that a crossing on canoes was out of the question. This was no cause for regret as the country looked promising for game, and taking a single shot .303, the heavy rifle having been left behind in order to lighten the equipment, and accompanied by a Swahili orderly, we set out to see what could be found.

Soon after starting a herd of buffalo came in view. The first shot was a fairly easy one at about 100 yards. He fell at once and the others instead of rushing off gathered round him, thus giving a chance of another shot. He was evidently hard hit and moved off slowly. Working forward one buffalo was found lying dead. The other was standing in some thick bush, very groggy but quite strong enough to be dangerous. To follow a wounded buffalo through the jungle without a heavy rifle was folly, and as there seemed a good chance of the porters picking him up the next day the only thing to do was to leave him.

Crossing the lake the following morning the Belgian officer was found to be away on a tour. He did not arrive for two days and when he did he frankly stated that he neither knew nor cared what the boundaries were and that the country was not worth worrying about anyhow. What really appealed to him was my last bottle of brandy. After getting through practically the whole of it in an hour and a half he became violently abusive and began to get interested in his revolver. Fortunately the candle distracted his attention, and after waving a finger at it and cursing it because it sometimes went round to the right and sometimes to the left, he collapsed, and was removed to a

hut where he howled like a dog for the remainder of the night. Diplomatic intercourse with him appearing futile an early start was made the next day. It was interesting on arrival at Headquarters, on the way down to the coast, to be shewn a copy of the Consul General's despatch, and to learn that "As a result of this interview our relations with the Belgian Authorities are now much improved."

The march to Masindi was one that will always remain fixed in one's memory. Having expected a short trip it had not seemed necessary to bring much ammunition and a count shewed that only one hard and about ten soft nosed bullets were left. The journey could not be done in less than eight days, unless one risked crossing a waterless country; there were eleven men to feed, not an ounce of stores was left and no food could be procured on the way, the country having been completely devastated by recent wars. After marching all day there was nothing for it but to go out and shoot for the pot, and one could not afford a miss. The meat had to be cooked on the ashes and eaten without salt, bread or vegetables. Fortunately about the fifth day the *route* passed by a native village. The inhabitants were existing mainly on roots, but the chief had a few goats which he kept for the sake of their milk. Had it not been for this it is doubtful if the journey would have been completed. However, a couple of days at Masindi worked wonders, but the best cure was the news that the company was to be brought in from Foweira and that there would then be a chance of going on leave.

Borrowing a donkey we set out to rejoin the company. The second day out we had hardly left camp when we heard elephants feeding close by. In spite of having only one solid and two other cartridges for the .303 left, the chance was too good to be missed. Creeping through the bush we came in sight of about thirty elephants. The best bull was half covered by a cow, and though we waited within about forty yards of him for some time he never gave a chance. Eventually a smaller bull moved out into the open. The bush made anything but a standing shot impossible, and if the first did not come off there was only the orderly's Martini Henry to fall back on. Fortunately, however, the bullet took him half way between the eye and the ear. Slowly his hind legs gave way, the fore ones stiffened and down he came. When we got up to him he was stone dead. Foweira was reached without further incident. It had been an interesting trip. A lot of new country had been covered, some of it practically unexplored, and the bag amounted to an elephant, a buffalo, a water buck, a bush buck and about eight cobus cob.

PIGSTICKING

The Muttra Tent Club have issued their report for 1925-26. The season started on 5th November and the last meet was on 24th July.

Mr. H. J. Frampton, I.C.S., Collector of Muttra, was elected President.

The Muttra Cup took place at the end of March and was won by the 4th Hussars, as described in a previous issue.

The Kadir country, as was the case in other areas, was prematurely burnt in many places. The result was an abnormal amount of "porcupine" grass, which, when thick, makes hunting difficult and unpleasant; Capt. Peppe's Gloaming losing an eye from this cause. The reason for the burning was that owing to the failure of the winter rains, grazing for cattle was scarce, and it was necessary to give the young grass a chance of coming up.

Noghil, Majhoi and Shergarh have been transferred from the Delhi Tent Club and will be hunted by Muttra in future.

The season was very satisfactory. 324 boar were killed. The bag at Samauli on 23rd April, of 22 boar (12 spears) in five hours, is a record for the Club.

The largest boar was killed by Mr. Akroyd. He measured 33 inches and weighed 245 lbs.

The thanks of the Tent Club are due to the Indian gentlemen who most kindly lent their elephants for the Muttra Cup and the civil officials who helped to obtain others.

Major A. K. Digby, who has taken over the duties of Hon. Secretary, secured the greatest number of first spears (38). He was followed by Mr. J. F. Adye, R.A. (33), Mr. D. Chaworth Musters, R.A. (26), Capt. J. G. Selby, R.H.A. (23), Mr. C. H. Parr (22), and Capt. W. T. H. Peppe, R.H.A. (20).

LATE NEWS

The Indian Grand Military Steeplechase run at Lucknow on the 16th November was won by Captain Stable's Knacky Fox (Captain Cox), Mr. J. F. Adye's Johore (Captain Creagh) being second and Lieut.-Colonel Anderson's Melissar (Captain Watson) third.

Thirteen ran; Won by $\frac{1}{2}$ length; 3 lengths divided second and third.

* * * *

In the Army Squash Rackets Championship, Mr. G. W. Scott-Chad (Coldstream Guards) beat Captain C. M. Christie (R.A.) in the final round by three games to none.

The Championship was only begun last year, when Mr. Scott-Chad went right through the competition without losing a game. This year, he only lost one, and that was to Major J. C. O. Marriott (Scots Guards) in the semi-final round.

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MADE BY W. L. LORRY

SURRENDER OF KAZIMAIN,
MARCH 11TH, 1917.

W. L. LORRY

THE CAVALRY JOURNAL

APRIL, 1927

THE SURRENDER OF KAZIMAIN

THE capture of Baghdad, City of the Caliphs, on 11th March, 1917, was the crowning event of the Mesopotamian Campaign, and the incident which our picture illustrates is the surrender of its northern suburb, Kazimain, where stands the historic mosque of the twin gilt domes famous throughout Islam.

A fortnight had elapsed since the 1st and 3rd Corps and the Cavalry Division had finally broken down the Turkish defence on the Kut-el-Amara line. The pursuit, at first rapid, had been delayed by a sharp fight at Lajj and retarded by the difficulties of supply.

On 10th March strong Turkish forces still held up the 3rd Corps on the Dialah River and the 1st Corps south of the Iron Bridge over the Masudiyah Canal, whilst the Cavalry Division through lack of water and tired horses had failed to force their way round the Turkish right flank. Hard fighting took place all day and throughout the night, and before dawn of the 11th a general advance commenced. From information received from Headquarters the previous evening, it was generally accepted that the Turks were retiring and that the capture of Baghdad was imminent.

It was the turn of the 6th Cavalry Brigade to lead the Division, and the 14th King's Hussars were chosen by the Brigade Commander (now Major-General Sir Pomeroy Holland-Pryor, K.C.B., C.M.G., D.S.O., M.V.O.) to be the leading

regiment in recognition of having served longer in Mesopotamia than any other regiment in the division. The line of advance was due north and a mile and a half west of the Iron Bridge, which our troops could be seen crossing at 9 o'clock.

The squadrons swung on across the desert plain leaving Baghdad on their right; horses were watered near Zobeida's Tomb at mid-day. Several explosions were seen in the City, and it became evident that Baghdad had fallen; in fact the 7th Division, headed by the gallant Black Watch had entered the railway station in the small hours of the morning.

At two o'clock in the afternoon, the flank patrols of the advanced guard ("B" Squadron, Captain M. J. Ambler) reported that white flags were flying over the walls of Kazimain.

The advanced guard was halted, and the officer commanding the 14th King's Hussars was ordered to send another squadron to cover his approach and to proceed in person to receive the surrender of the town.

This incident was selected out of all others of the campaign by the 14th King's Hussars as the subject for a memorial picture subscribed to by all past and present officers of the regiment, and the well-known Australian artist, Mr. G. W. Lambert, was commissioned to paint it.

In the picture, which was exhibited in the Royal Academy in 1921, the patrols of "A" squadron, commanded by Major J. D. F. Woodhouse, D.S.O., can be seen in the foreground, whilst the regimental headquarters ride through them on their way to meet the elders of Kazimain marching out under flags of truce accompanied by 200 Turkish soldiers who were surrendering themselves. The domes and minarets of the Mosque stand up against the glowing pink of the eastern sky, which reflects the red glory of a Mesopotamian sunset. Mr. Lambert did not serve in Mesopotamia, but was official artist to the Australian Forces in Palestine, and therefore had little difficulty in getting the colour and atmosphere of the East. Further, he succeeded in depicting in a really life-like manner the principals of the headquarter group, four of whom he had never seen; the others he made studies of whilst the

regiment was at Tidworth, where most of the picture was painted.

The headquarter group consists of the commanding officer, Lieut.-Colonel R. W. Hewitt, D.S.O., who was mortally wounded at the Battle of Ramadi; Lieutenant E. Bullock-Brown; Captain A. E. H. Fetherstonhaugh, Adjutant, tragically killed in a motor accident in Ireland in 1919; the Brigade Indian Interpreter; Regimental-Sergeant-Major J. Goddard, M.C.; Sergeant-Trumpeter J. Sandy, and Sergeant Signaller Wade, who died of pneumonia in Baghdad in 1919, and who is seen carrying a white flag of truce.

The life-like portraiture of these gallant and distinguished soldiers and the horses they rode on that historic day enhances the value of the beautiful picture as a memorial of the part played by the regiment in the Great War for the present and future officers, and it now hangs in a place of honour in their mess at York.



GENERAL SIR JOHN FLOYD, BART.

By COLONEL H. C. WYLLY, C.B.

IN July, 1758, substantial reinforcements, both of horse and foot, had been sent from England to join the army in Germany, which, under the command of Duke Ferdinand of Brunswick, was guarding the right of King Frederick of Prussia. Rather less than two years later seven more regiments of cavalry and six more infantry battalions were dispatched, and the bulk of these additional reinforcements joined Ferdinand at Fritzlar about the middle of June, 1760. Two cavalry regiments, however, left England rather later, and one of these was Elliott's Light Horse—later known to fame as the 15th Light Dragoons and later still as the 15th (The King's) Hussars—a Regiment which had been raised in March of the previous year, and which was now sent to join the British forces in Germany in response to Lord Granby's reiterated demands for light cavalry.

When, on the 10th June, 1760, Elliott's embarked at Gravesend for its first campaign, the junior of the twelve cornets who sailed with it was John Floyd, who had been gazetted to the Regiment as recently as the 5th April of this year, and who, having been born on the 22nd February, 1748, was now but little more than twelve years of age! He was the eldest son of Captain-Lieutenant John Floyd of Bland's Regiment, now the 1st Dragoon Guards, who died in Germany of wounds received in action—according to the *Gentleman's Magazine* for 1758, on the 6th October, 1758, but, as stated on a monument in the church at Brace Meole in Shropshire, on the 12th of that month; and it was no doubt in recognition of the father's gallantry and sacrifice that young Floyd was given his commission as cornet in the 15th without purchase.

It is a matter of history how gallantly the newly-raised Regiment behaved at Emsdorff or Erxdorff on the march to



LIEUTENANT JOHN FLOYD, 1763

From an oil painting in Wilton House, by kind permission of the Earl of Pembroke

join the army, when the captures made by it amounted to nine Colours, six guns, 177 officers, 2482 other ranks and the whole of the enemy's camp and baggage, with a loss to the Regiment of seventy-five officers and men and 116 horses killed, fifty of all ranks wounded. Young Floyd had his horse shot under him when close up to the line of the French infantry, and was upon the point of being killed, when Captain Ainslie, also of the Regiment, but then serving on the staff of the Hereditary Prince of Brunswick, came to his assistance. Floyd, however, captured and brought off the sabre of a French dragoon of the Régiment Turpin. The Earl of Pembroke, the lieutenant-colonel of the 15th, but then commanding a brigade of British cavalry with Ferdinand, wrote home an account of the action to Lord Charlemont, saying: "Little Floyd, whom you have seen at my house, just past twelve years old, behaved most gallantly, which I was very glad of. I could only have wished he had not had his horse shot under him, for it was an exceeding pretty one I had lent him."

The regimental returns for November, 1761, show Floyd as "absent," and he appears to have been away from the Regiment for some two years, during which he was completing his education, under Lord Pembroke's supervision, at Utrecht. The 15th returned to England from Germany in April, 1763, and in this same month—on the 20th—Floyd was promoted lieutenant and appointed riding-master, having no doubt learnt much from the Earl of Pembroke, whose work on *Military Equitation* was a text-book and a classic in those days; and when in 1764 he was transferred to command the 1st Dragoons, he employed Floyd during twelve months to train his Regiment according to the principles laid down in his book.

Floyd was promoted captain-lieutenant on the 28th May, 1770, and captain on the 25th May, 1772, in the 15th, and then on the 5th May, 1779, he was promoted major in the 21st Light Dragoons then being raised in consequence of the augmentation of the Army owing to the war with the American colonies. This corps was disbanded in 1783, but Major Floyd had already before that date severed his connection with it, for on the

25th September, 1781, he had been appointed lieutenant-colonel of the 23rd Light Dragoons, the announcement in the *Gazette* of that date being as follows: "23rd regiment light dragoons. Colonel Sir John Burgoyne, of 14th dragoons is appointed to be colonel; Major Jn. Floyd, of 21st dragoons, lieutenant-colonel; Captain Tho. Nash, of 16th Dragoons, to be major."

The year 1781 had found our fortunes all over the world in a very parlous state; we were at war in Europe with France, Spain, and Holland, in America our revolted colonies were more than holding their own against us, while in India the Honourable East India Company was engaged in war at one and the same time with the Mahrattas and the rulers of Mysore and Hyderabad. India had sent to England repeated calls for reinforcements, especially of British cavalry, pointing out that the Mysore horsemen alone numbered at least 25,000, while the Company maintained no more than a small mounted European troop, and had to borrow such cavalry as it required from the Nawab of Arcot, men unpaid, undrilled and wholly undisciplined. Coote, the British commander, had repeatedly urged the need of cavalry, without which such victories as he had gained had been practically profitless; and at long last the Court of Directors appealed to the Crown for the loan of a regiment of cavalry, when steps were taken to raise such a corps for service in India.

It was under these circumstances that the 23rd Light Dragoons came into existence; the Regiment was largely composed of drafts from the 8th, 14th, 15th, 16th, 20th and 21st Dragoons, and its officers also were mainly drawn from these regiments.

On the 6th February, 1782, the 23rd sailed from Spithead in the *Ceres* and *Royal Henry*, two of a fleet of sixteen Indiamen conveying reinforcements to India, escorted by seven men-of-war, Floyd being in the *Ceres* with the greater part of the Regiment, which was only 423 strong; and it was not until the 19th and 20th October that the 23rd reached Madras, being prevented from landing for a week later by reason of bad

weather. As the first regiment of British cavalry to be seen in India, Sir John Burgoyne's Corps made something of a sensation; a correspondent of Hicky's *Gazette* describes their appearance in the following terms: "the men are remarkably heavy, and are esteemed as fine a body of men as ever came to India;" another writer calls them "this sightly corps;" while a third gives it as his opinion that "Burgoyne's men when mounted will be as fine a body of cavalry as ever went into the field." Unfortunately, however, no horses fit to carry English dragoons were procurable in Madras; there were no horse-transports available by which remounts might have been sent by sea from Bengal, and no troops to spare who might have escorted them by land; so that it was not until June, 1783, that the Regiment was finally mounted and ready for field service.

The opportunity for distinction did not, however, arise for some years. Misunderstandings arose between the Madras Government and Sir John Burgoyne, and the position of the latter was made very difficult by the placing under arrest of General Stuart, the commander-in-chief, by the governor, Lord Macartney, who also wished, quite unjustifiably, to supersede Burgoyne, the next in rank, by an officer of the Company's service. In the correspondence and negotiations which ensued Colonel Floyd appears to have acted as go-between for Macartney and Burgoyne.

In September, 1785, Burgoyne died when upon the point of sailing for England, and in April of the following year the 23rd was re-numbered the 19th; and, having now recovered from the very serious wastage in men and horses which had marked the opening years of its service in India, the Regiment under Floyd "laid the foundation of that excellence in discipline and efficiency that fitted the Regiment to play the distinguished part it was destined in after years to fill in the stirring affairs of Southern India." In his younger days Floyd, under Lord Pembroke's auspices, had visited and reported upon nearly all the continental armies; he was a great believer in the power of cavalry; in one of his letters he wrote, "You may

depend upon it, the first military miracle that is to be performed in India, will be wrought by cavalry. . . . A small body of well-disciplined Europeans on horse-back, judiciously led, will defeat and destroy myriads of Indian enemies." The system of training introduced and followed by Colonel Floyd in his own corps was recognised as so sound, that its originator was employed by the Madras government, during the years that preceded the second war with Tippoo, in devising a system for the disciplining, training and equipping of the native cavalry, and the 19th Light Dragoons were called upon to furnish non-commissioned officers and men as instructors, not only in Madras but also in Bengal, and the system then founded was observed up to 1857.

The war with Mysore which re-opened in the early part of 1790, had been brought on by Tippoo, who had invaded Travancore, then under British protection, and his action caused the British to take the field against him in alliance with the troops of the Peishwa and the Nizam. The allied army assembled at Trichinopoly in the third week in May, but it was not until nearly a month later that any real advance had been made, the monsoon season being at hand and the troops suffering greatly from sickness. Floyd moved in advance of General Medows' force with a brigade mainly composed of cavalry, Tippoo falling back before the advance to the plateau of Mysore, leaving behind him 4,000 horse under Said Sahib, who had orders to harass the British communications. With these Floyd dealt most effectually, defeating Said Sahib in several skirmishes and finally driving him in headlong flight towards the passes of the Ghauts. "Among the great number of cavalry skirmishes," wrote Floyd, "I was always successful, and fully established for the first time in India the infinite superiority of European over Native Horse."

In the operations that followed all the different British bodies in the field became dangerously scattered, and Floyd's brigade was beset by a very large body of Mysore troops, being forced to retire upon General Medows whose whereabouts was uncertain. The country was very enclosed, and the 19th

covered the retreat and kept the enemy at bay by carbine fire, Floyd charging with his mounted men as opportunity offered and inflicting heavy losses on the enemy. The retreat was continued under the very greatest difficulties, enhanced by the necessity of bringing away the garrison of an isolated fort ; but when at last Floyd joined hands with Medows, that general was so glad to see him that he generously exclaimed, " My dear Colonel, yours is the feat and mine the defeat," in acknowledgment that he had left Floyd and his troops dangerously isolated in the presence of an overwhelming force.

In December Lord Cornwallis arrived in the South, having decided himself to assume the command of the army in the field, and he now summoned General Medows to join him at Madras.

In the campaign which opened in January, 1791, a new line of advance was decided upon : Madras was to be the base of operations, the line of communications was to follow the chain of forts and posts already in existence, while the plateau of Mysore was to be invaded from the north-east and not, as previously, from the south. This meant that Bangalore, a very strong fortress, must be captured, when it would become the advanced base from which to march upon Seringapatam, the final objective. In this way and for the first time was the war to be carried into the very heart of Mysore.

The neighbourhood of Bangalore was reached on the 5th March and trenches were opened. On the afternoon of the following day Colonel Floyd was detached to the south-west of the town to cover a reconnaissance made by the engineers, and was accompanied by his own Regiment, five regiments of native cavalry, three battalions of infantry and some guns. When the time came to return to camp, a body of the Mysore horse arrived upon the scene and Floyd at once moved against it with his cavalry ; the hostile force fell back and Floyd found himself in the immediate presence of a large body of Tippoo's army which was at the moment changing position. Retreat was still possible, but to so ardent a cavalry leader as was Floyd the temptation to attack was irresistible. The Mysore infantry was charged and dispersed and nine guns were

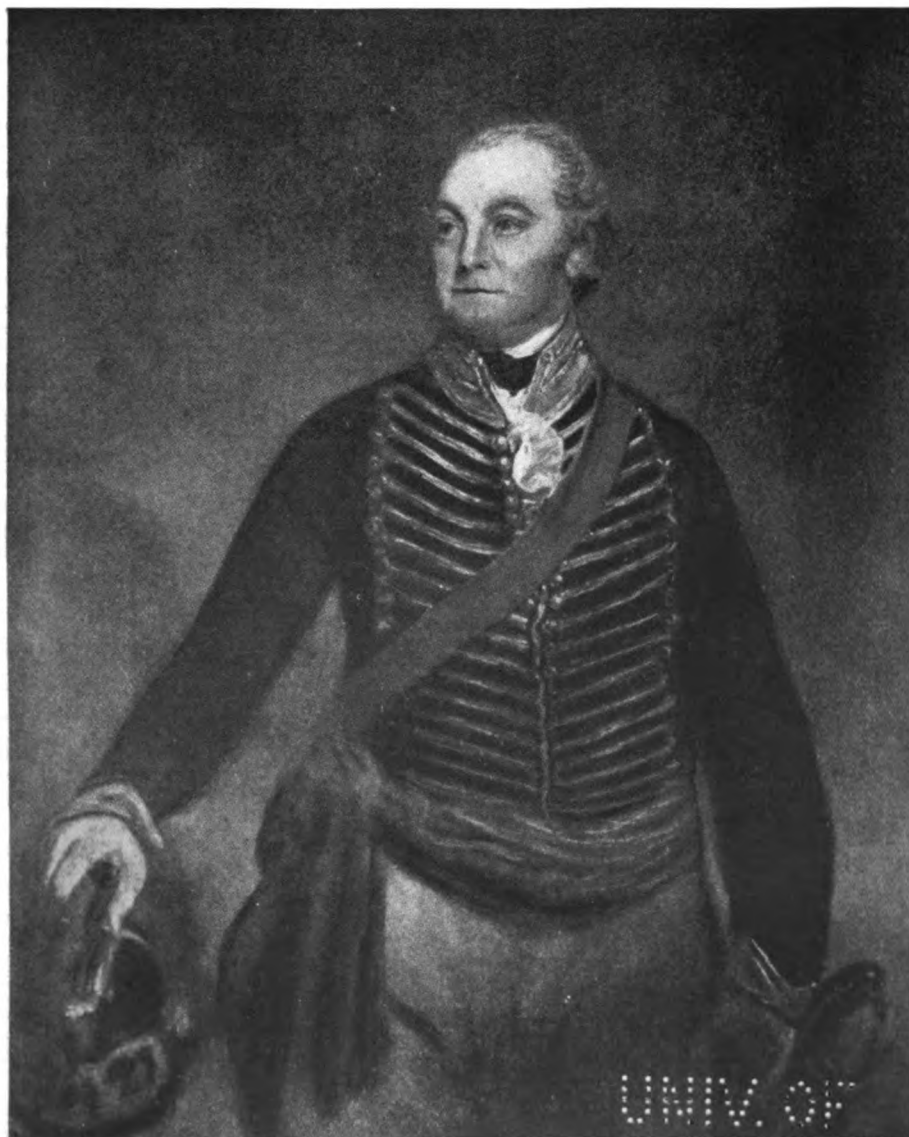
captured ; but following up, the ground became very broken and hilly, the cavalry came under a heavy fire, Floyd was shot in the cheek and neck and fell from his horse, and it was only with much difficulty that he was got away and the retirement successfully accomplished. The bullet Floyd carried in his neck to the end of his life, but he was in the saddle again and in command of his brigade within little more than ten days.

Bangalore fell to the British on the 21st March and the advance on Seringapatam was commenced ; but there was in the army a great shortage of supplies and want of carriage, while very many of the horses of the cavalry were so reduced that they could no longer carry their riders ; and by the middle of July the army was back again at Bangalore, whence the whole of the cavalry was sent, under Floyd, to the Carnatic to recruit. On arrival, however, in the vicinity of Madras it was found that no remounts were procurable, so three regiments of native cavalry were dismounted and their horses distributed among the 19th Light Dragoons and the two remaining regiments of Madras cavalry, and by these measures Floyd and his horsemen were enabled to rejoin the main army near Bangalore by the 12th January, 1792. On the 6th February the British established themselves on the island where stands the fortress of Seringapatam, and on the 14th the cavalry of the army, under Floyd, was very heavily engaged with the enemy's horse while detached to cover the junction of the Bombay troops, commanded by Abercromby, with the main army under Cornwallis.

During the first investment of Seringapatam, culminating in a treaty of peace signed by Tippoo on the 23rd February, Floyd's cavalry formed the connecting link between the two main divisions of the army.

When rather less than a year later the French National Convention declared war against Great Britain, the Indian Government at once issued orders for the seizure of all the French possessions in the peninsula, and Colonel Floyd was employed with the force which captured Pondicherry.

On the 15th October, 1794, Floyd was promoted major-general and was appointed to command the Southern Division



GENERAL SIR JOHN FLOYD, BART.

1748-1818

POSTER PRESENTATIONS

of the Madras Army with headquarters at Trichinopoly ; and that his emoluments at this date were tolerably generous seems evident from a letter written about this time by the future Lord Combermere, stating that " General Floyd is now (including his King's pay as Major-General and Lieutenant Colonel of the 19th Light Dragoons, his Company's pay, and his allowance from the Company and the Nizam as Commandant of the Southern District) in the receipt of from £14,000 to £16,000 " per annum.

When in February, 1799, war once again broke out with Tippoo, Major-General Floyd joined the army, assembled at Vellore under Lord Harris, in command of two brigades of cavalry containing two British regiments—the 19th and 25th Light Dragoons—and four regiments of native cavalry, the main army, including the contingent furnished by the Nizam of Hyderabad, being some 37,000 strong, while Tippoo disposed of an army of between 70,000 and 80,000 men, the whole in a very efficient state.

On the 26th March Lord Harris' army was near Malevalli on its way to Bangalore, its front covered by General Floyd's mounted men, when the high ground beyond the village of Malevalli was seen to be occupied by infantry, while a large force of enemy cavalry was on the British right. The British attacked and the issue was for some little time in doubt, but a body of Mysore infantry was thrown into confusion and, seizing the moment, " into them, with disciplined impetuosity, dashed General Floyd at the head of the old 19th Light Dragoons and two regiments of native cavalry, who in a few minutes sabred nearly the whole of the fugitives."

When Lord Harris and his troops took up ground for the siege of Seringapatam early in April, General Floyd marched westward to bring in the Bombay force moving to join the main army, and had under his command four regiments of cavalry, including his own Regiment, six infantry battalions, twenty guns and a body of the Nizam's horse. His force was repeatedly attacked by the enemy's cavalry, but a junction with the Bombay troops was successfully effected, and by the 14th April

the whole combined army was drawn up in front of Seringapatam. During the siege, culminating in the capture of the fortress and the death of Tippoo, the cavalry under General Floyd was busily employed in protecting and bringing in convoys.

Of the services of the Cavalry Division Lord Harris expressed his approbation as follows in General Orders: "The advantage derived from the exertions of the cavalry upon every occasion, although opposed by such superior numbers on the part of the enemy, are so important as to give this corps the strongest claims to the warmest approbation of the Commander in Chief, which he requests Major General Floyd will take an early opportunity of conveying to them."

Major-General Floyd had now served in India for something over eighteen years, and the time had come for him to return home. He sailed for England in January, 1800, and was received on arrival with the distinction due to his services. On the 11th September of this year he was appointed colonel of the 23rd Light Dragoons, and on the 1st January following he was promoted lieutenant-general. He commanded the Limerick Division from 1803 to 1806 and the Cork Division from 1809 to 1812; he was transferred to the colonelcy of the 8th Light Dragoons the 13th September 1804, promoted general 1st January, 1812, and was created a baronet on the 30th March, 1816.

To the end of his life he kept up his love for and his interest in the branch of the army which he had specially adorned, and so late as the 7th October, 1811, a General Order published "A Riding Lesson, suggested by Lieut. General Floyd," which officers commanding cavalry regiments were directed to practice, and which was the foundation of an improved riding school system.

General Sir John Floyd died on the 10th January, 1818, shortly after completing his seventieth year, being at the time Governor of Gravesend and Tilbury.



WHERE CAVALRY STANDS TO-DAY

BY MAJOR H. V. S. CHARRINGTON, M.C., 12th Royal Lancers

Part II.—THE GREAT WAR

Foreword

IN the last War cavalry were employed in so many different parts of the world, and the equipment and quality of the troops engaged were of such different standards, that it is an impossible task to give a complete survey of their operations in the limited space now available. Nevertheless, before attempting to decide on what lines cavalry should be organised, trained and equipped for any war in the near future, it is essential to have clear and definite ideas as to what are the outstanding lessons from the last War.

The following brief and very incomplete review has been written with the object of determining the position of cavalry when acting against a well trained opponent armed with modern appliances, and therefore deals mainly with operations in Europe, and only refers cursorily to the intensely interesting cavalry operations in other theatres of war.

* * * * *

At the outset, both France and Germany placed ten cavalry divisions in the field on the Western Front, but although gallantly and often skilfully led, particularly by the more junior commanders, their influence on the initial operations was small. The failure of these large masses of cavalry to obtain any decisive results can, however, be attributed to a great extent to faulty methods of employment. The Germans placed five divisions with their centre and left wing where the country was unsuitable for cavalry; there were no open flanks, and with the exception of a few small reconnoitring detachments, none

of these divisions ever got ahead of their leading infantry. The instructions they received were poor. The remaining five divisions were allotted to their offensive wing, the right, where an open flank and favourable country gave ample scope for exploiting the mobility of cavalry—its chief asset—to the full, and where the skilful employment of the bulk of the ten divisions available might have altered the result of the whole campaign. As it was, these five divisions were given such misleading original instructions, and were so misdirected subsequently, that golden opportunities were missed, and their action was ineffective. They were organized in two Corps, the Ist (Von Richthofen), consisting of two divisions; the IInd (Von Marwitz), of three; and were employed at first under the direct orders of O.H.L. They were, however, soon sub-allotted and frequently transferred from one Army Command to another, thus getting no continuity of policy and consequently little chance of effective action. The Ist Corps suffered particularly in this respect, and was so delayed and confused by its frequent transfers, that although close at hand, it took no part in the battles of Charleroi or Mons, only arriving on the latter battlefield several hours after the British had slipped away.

The IInd Corps also took no part in this battle as O.H.L. had ordered it away to the north west and had left their First Army to wheel down upon the B.E.F. in position near Mons, with nothing but divisional cavalry to reconnoitre for it. Thus, on this critical day not a single sabre or rifle from these five divisions of cavalry made its presence felt on the battlefield. The tactics of the German cavalry during their advance to the Marne were poor. The expected inter-cavalry struggle never took place. Two divisions of the IInd Cavalry Corps failed disastrously at Haelen on 12th August, 1914, where, over unsuitable ground, and with no covering fire, they made repeated and fruitless attempts to gallop down a weak rearguard of Belgian cavalry and cyclists. After this the German cavalry rarely attempted a mounted assault, and with the exception of some excellent patrol work, seldom made full use of its mobility. At Le Cateau, 26th August, 1914, the whole of Von Marwitz's

IInd Cavalry Corps of three divisions was employed in dismounted frontal attacks against the British IInd Corps, and claims to have kept this corps pinned to the ground till the German infantry assaults developed. Some portion of so large a force of cavalry should certainly have been kept mounted and employed in locating, and if possible, turning its opponent's flanks. As it was, the isolated position of this British corps was never discovered, and it was able to break off the fight and commence its retirement in broad daylight without any interference from the German cavalry either on that or the succeeding day.

The German organization into corps and divisions was satisfactory, and their extra machine guns and Jaeger battalions of lightly equipped riflemen, often carried in lorries but capable of long and rapid marches, proved of the utmost value, though even these additions did not give their cavalry sufficient assault power to act independently. This was instanced by the failure of the Ist Cavalry Corps in the early days of August, 1914, to force a crossing over the river Meuse near Dinant at a time when it was only very weakly held. In the rearguard fighting the German cavalry proved themselves brave and skilful opponents and the fighting of their Ist and IInd Cavalry Corps between 6th-9th September, 1914, when attempting to prevent the Allies penetrating into the gap between their First and Second Armies was of a very high standard. In this fighting their extra machine guns and Jaegers were once again of the greatest service. As regards divisional cavalry the Germans had a larger proportion than any other nation. One regiment of three squadrons (ordinary line cavalry regiments had four squadrons) accompanied each regular infantry division into the field. They appear to have rendered most effective service, but very little accurate information is obtainable on this point.

The handling of the ten French cavalry divisions in the opening stages of the war is, like that of the German cavalry, open to adverse criticism. Sordet's Corps of three divisions was employed on their exposed left flank and ordered forward on the outbreak of hostilities into the Ardennes, which is

exceptionally difficult country for cavalry. Its initial directions were open to misconstruction, and the subsequent orders it received were so confusing that in a few days the whole corps was exhausted with marching and counter marching, and with the exception of gaining a certain amount of information, it had very little effect upon the initial operations on this portion of the front.

Later on, it was moved across the Meuse into Belgium and operated first in front of, and later on the left flank of the Fifth French Army, after which it was transferred to the outer flank of the B.E.F., by which time it had become so exhausted that only a very small proportion of it was able to take part in the critical battle of the Marne, the remainder requiring a long period of rest. The treatment it received thus corresponded very much to that of the German Ist Cavalry Corps already referred to. The remaining seven French cavalry divisions were distributed along the front with no definite plan as to their employment and in difficult country, and with no open flanks, had no opportunities of effective action. During these early days the horsemanship of the French cavalry was poor, and their tactics indifferent. They showed immense gallantry but little skill, dismounted action being practically unknown. As regards divisional and corps cavalry, the French had one cavalry regiment with each of their infantry corps, which proved of the utmost value for inter-communication and close reconnaissance.

The British cavalry with the B.E.F. consisted of one division of four brigades and an independent brigade, and played an effective *role* throughout the opening stages. Despite the serious handicap of the divisional staff never having trained together in peace, and the great difficulty that was found in effectively controlling a cavalry division of four brigades, it successfully covered the B.E.F. in its advance to, and withdrawal from the Mons battlefield, and its subsequent advances to the Aisne and into Flanders. The soundness of its pre-war training was clearly demonstrated from the outset. Skilful tactics were shown by patrols and small bodies who lost no opportunity

of closing with their opponents with cold steel whenever a reasonable opportunity of doing so presented itself, the dashing action of two troops of the 4th Dragoon Guards near Obourg, 22nd August, 1914, being a typical example, and accurate musketry fire and combined fire and shock action as brilliantly exemplified by the 5th Cavalry Brigade in the action of Cerizy, 28th August, 1914 (*vide* Official History, Volume I, pp. 215-6), enabled it to speedily establish a valuable moral superiority over the opposing cavalry which was never lost throughout the campaign. Its weak point was its inability to break through anything but the very weakest form of resistance once dismounted action was forced upon it, either by the absence of a flank where it could exploit its mobility, or by the nature of the terrain. It could only produce small numbers for any dismounted attack, and the support it could give these with machine gun and artillery fire was insignificant, regiments having only two machine guns and brigades no howitzers, the need of which was soon apparent, and only one battery of six 13-pounders. The divisional cavalry, one squadron with each division, which in many instances had the great advantage of having trained and lived in peace with the division it went to war with, proved on this account and owing to their superior training, of even more service to the infantry than the mounted troops attached to the French and German infantry formations, and the only trouble experienced was that this proportion of mounted troops was insufficient, and was seldom able to cope with the demands made upon it. As regards reconnaissance during this period of open warfare, it was soon found that for long distance reconnaissance aircraft were superior to cavalry. They could go farther and bring information back as to large movements of troops more quickly. Except by the Germans, therefore, very little was done in the way of sending out long distance reconnaissances by cavalry, but as the opposing forces drew closer, it was found essential to supplement information gained from the air by cavalry patrols who could work at night and in all weathers, search buildings, question inhabitants, and take prisoners, and it was soon realized that far from the air

having replaced cavalry reconnaissance, each arm was an essential complement of the other.

During the race to the sea, both British, French and German cavalry were employed effectively in prolonging the flank, and seizing and holding portions of the line or reinforcing threatened sectors of it, their mobility making them a most valuable form of reserve. The dismounted fighting of the British cavalry during the first and second battles of Ypres is particularly noteworthy as an example of what resistance can be put up by a dismounted force of cavalry whose morale is high and which has been well trained in musketry and machine-gun fire. In 1915, the Germans transferred most of their cavalry to the East where conditions were more favourable for their action, and they did most effective work, but in 1917, owing to shortage of horseflesh and man-power for the trenches, three of these divisions were dismounted. The remaining seven were still on the eastern front when the Germans made their great offensive in the west in the spring of 1918, and Ludendorff attributes the failure of this offensive entirely to the lack of cavalry to exploit the extremely favourable situation of the German troops in its opening stages. In his own words, "without cavalry it is impossible to reap the fruits of victory."

The French also reduced the number of their cavalry divisions during the long period of trench warfare, but the British Commander-in-Chief never lost sight of the necessity of maintaining a large mobile force if a decisive victory was to be obtained, and despite considerable criticism, maintained all his cavalry, which had been increased by Yeomanry and Indian cavalry regiments to five divisions, until the two Indian cavalry divisions were sent to Palestine early in 1918. Unfortunately they were withdrawn just before the German offensive in March, 1918, when their presence was badly needed. The remaining three divisions provided a valuable mobile reserve at this time and played an active part in assisting the withdrawal of the Fifth Army and preventing the capture of Amiens, but their action would have been still more effective if proper use had been made of their mobility.

Instead, the greater portion of these divisions was sent up in lorries within a few hours of the opening of the German offensive, and thrown into the battle dismounted, with not even a few horses with which to send forward patrols to get in touch with the situation.

During the trench warfare period, the fire power of both British and French cavalry was considerably increased by the addition of automatic rifles and extra machine guns, and in the latter stages of this period arrangements were made to reinforce cavalry with armoured cars, light tanks, extra artillery and infantry in lorries directly there seemed any possibility of a return to mobile warfare. Unfortunately attempts were made by nearly all the combatants, e.g., the French in the Champagne offensive, 1915, the British at Arras, 1917, and the Germans on more than one occasion on the Eastern Front, to exploit their cavalry before a proper opportunity had been created for it. Instead of employing it as an arm of pursuit to destroy an enemy demoralised by the assault of other arms, cavalry was expected to complete the assault itself, under conditions which negated the possibility of employing either surprise or mobility, both essential factors to the success of any attack by mounted troops. In sectors where an offensive had penetrated the enemy's defences to an extent usually unknown, costly attempts were made to send forward considerable forces of cavalry. The leading troops had to start off on narrow fronts over ground covered with shell holes, wire and trenches, and often found it still held by isolated detachments of the enemy, and swept by machine gun and rifle fire, and were quickly held up. The main bodies of the mounted troops were, as the result of belated or inaccurate information usually too late on the scene, or were prematurely concentrated close to the trench system and suffered severely from artillery fire, and occasionally from air attack.

It was made quite evident that to send forward any large force of cavalry over a trench warfare battlefield, the enemy's resistance in the portion of the front selected for its advance must be completely broken and the decision for the advance

of the cavalry made by a senior cavalry commander, well forward himself, and getting his information not only from the attacking infantry, but from his own cavalry patrols, and whenever possible from his own special air reconnaissances. Such arrangements might have enabled the British cavalry to exploit fully the great initial success of the assault with massed tanks at Cambrai, November, 1917, and were actually carried out with decisive success in the battle of Amiens, 8th August, 1918, where three divisions of cavalry, reinforced by whippet tanks, were pushed through close on the heels of a successful infantry and tank assault, making large captures of prisoners and guns, and only the extreme difficulties of crossing the old Somme battlefield prevented them breaking through completely.

The susceptibility of large bodies of cavalry, if at all closely concentrated, to artillery fire or attacks by hostile aircraft, was clearly demonstrated on several occasions, e.g., The British cavalry division was caught in close formation by the German artillery near Viesly on the afternoon of 25th August, 1914, and its brigades forced to disperse in considerable confusion, so that it was not possible to collect the whole division for several days. Again, during the race to the sea, a German cavalry corps was so harassed by French aircraft near Lillers that it could not come into action for several hours. The British cavalry also suffered severely from night bombing attacks by German aircraft during the battle of Amiens, 8th-10th August, 1918.

The British offensive on the Somme, 1916, and at Arras, 1917, showed the value of mounted patrols even on a trench warfare battlefield, and so effective was the work of some of these patrols in the latter battle, that in May, 1917, British G.H.Q. issued a special memorandum recommending their employment in this way as an excellent means of meeting what was one of the greatest difficulties staffs had to contend with, i.e., the rapid acquisition of accurate information once an offensive had started. Well led, and using their horses as long as possible and then working forward dismounted, these patrols got their information back to divisional and brigade headquarters.

far quicker and more accurately than by any other method. These same offensives also showed by the successful actions of a squadron of native cavalry near High Wood on the Somme, and of a squadron of yeomanry in the battle of Arras, that although the difficulties of exploitation by large forces of cavalry were immense, the possibilities of local exploitation by small bodies, if kept close up and trained to seize fleeting opportunities, were very great indeed, and that in this respect a great field lay open to cavalry when decentralized and attached to infantry formations, say in the proportion of a cavalry brigade to an infantry corps, or a cavalry regiment to a division.

In the closing stages of the war the success of the British cavalry at Amiens, already referred to, and its subsequent successes against a retreating enemy as an arm of reconnaissance and of pursuit both when employed in divisions or sub-allotted to infantry formations, showed the value of cavalry in mobile warfare whatever the difficulties of the terrain or the armament of the opposition, but the armistice which came just as the German resistance was completely collapsing, prevented the wise decision of the British Commander-in-Chief to retain all his cavalry from being justified as it deserved.

During these last few weeks the need for a large proportion of mounted troops, either as corps or divisional cavalry to work in close co-operation with the infantry, was felt so acutely that in several instances where infantry divisions got no allotment of cavalry for this purpose they improvised their own close protection mounted troops from such spare horses and men who could ride as could be found within their divisions.

Throughout the war the value of cavalry against an opponent inferior in armament and training was clearly demonstrated, as were the possibilities of employing large formations such as corps and divisions over suitable terrain such as is to be found in large portions of Palestine and Mesopotamia. As an arm of assault, cavalry attains its maximum power when operating mounted, covered by the fire of its own automatic rifles, machine guns and artillery. In the countries just mentioned there were seldom any impassable obstacles to a mounted assault, and

cavalry could, therefore, act independently without requiring the additions which were found so essential in Europe, where assaults so often had to be made dismounted. As in Europe the majority of any failures in these countries can be attributed to faulty methods of employment, and particularly to failures to make the most of the mobility of cavalry. A noteworthy instance is the cost of the passive occupation by mounted troops of the area Katia-Romani during the defence of the Suez Canal in April, 1916, as compared with the successful operations of the Desert Mounted Corps later in the same year, when, still acting on the defensive, it pushed forward, occupied the El Arish line and held it by a series of brilliant limited offensives, such as the captures of Maghdaba and Rafa. Another instance is the poor result obtained by the cavalry during General Maude's successful advance up the Tigris in January, 1917, owing to its being too closely tied throughout to the infantry it was co-operating with. In both Mesopotamia and Palestine the value of cavalry in difficult and mountainous country such as the Judean Hills, the country round Es Salt or in the Mosul district was particularly noteworthy.

The fighting of the mounted troops under General Allenby during the third battle of Gaza, October, 1917, and the subsequent pursuit across the plains provided many notable examples of successful mounted action. At El Mughar, November, 1917, a yeomanry brigade successfully charged the flank of a position which had been holding up an infantry division for some hours, and at Abu Shusheh a short time later employed similar tactics with equally decisive success, demonstrating once again the superiority of the mounted attack to any other given surprise. The results of the pursuit after the third battle of Gaza were not so great as might have been expected owing to the fact that only direct pursuit was possible, but the possibilities of a successful indirect pursuit were well exemplified in Mesopotamia, both at Ramadi, 1917, and Shargat, 1918, where, in both instances, cavalry were pushed wide round the flank of a retreating enemy, and occupying positions across his line of retirement compelled his complete surrender.

The finest example of an indirect pursuit is, however, General Allenby's employment of his cavalry in his final offensive in Palestine in September, 1918. The enemy's right flank having been completely broken by an infantry assault, three divisions of cavalry were pushed round and directed first well in rear to destroy vital nerve centres such as headquarters, and railway junctions, and then to place themselves across the enemy's line of retirement. With able assistance from their own aircraft and unhampered by air attacks from the enemy, they covered seventy miles within the first thirty-six hours, carried out their instructions admirably, and within fourteen days the whole of the Turkish forces in this theatre of war had been destroyed, over 100,000 prisoners and 500 guns being taken.

(To be concluded).



THE SMALL WARS OF ALEXANDER THE GREAT

By COLONEL J. F. C. FULLER.

Part II

(6) Alexander's Advance into Scythia.

FROM Persepolis, which Alexander occupied late in the year 331 B.C., he carried out a strenuous mountain campaign against the Mardians west of Shiraz and south of Kaizeroum, and then in the early spring of 330 B.C. he marched northwards to Ecbatana (Hamadan).

After the death of Darius, he advanced towards the Caspian mountains. Dividing his army into three columns, he invaded Hyrcania "gaining over part of it by force and the other part by the voluntary capitulation of the inhabitants."* Thence he marched through Parthia into Bactria, and thence into Sogdiana and Scythia. It is his two campaigns in these two countries which I will first examine.

After crossing the Hindu-Kush, Alexander first rehorsed his cavalry. This done, he led his army to Maracanda (Samarcand) the capital of the Sogdianians. Thence he advanced to the River Tanais (Jaxartes).† In this advance some of his foragers got cut to pieces by the barbarians who numbered 30,000 fighting men. Alexander, thereupon, pursued them to their mountain fortresses and slaughtered 22,000 of them.

After this exhibition of authority he took by storm five cities in two days, marched on Cyropolis,‡ entered it by means of a canal tunnel and then prepared to cross the Jaxartes and deal with the Scythians.

This campaign is of peculiar interest to us, for the tactics made use of by the Scythians, who were nomadic horsemen, were similar to those of the Arabs of to-day.

* "The Anabasis of Alexander." Arrian III, xxiii.

† The River Tanais, mentioned by Herodotus (IV, 45, 57) is the Don.

‡ Founded by Cyrus the Elder. See Strabo, XI, ii.

As Alexander approached the Jaxartes, the Scythians, who occupied the right bank of the river, uttered "audacious words in their barbaric tongue to insult Alexander, to the effect that he durst not touch Scythians, or if he did, he would learn what was the difference between them and the Asiatic barbarians." This, as we may expect, did not induce him to leave them alone. He must secure his northern frontier; he intended, therefore, to teach these nomadic horsemen a lesson they would not readily forget.

The victims were sacrificed to the gods, but Aristander, the soothsayer, declared that the omens were not favourable. Though Alexander was of a superstitious nature, this did not deter him from his project. Turning to Aristander he said: "We have not always in war a choice of circumstances. I would desire, no doubt, more propitious auguries to fight under; but necessity goes before the counsels of reason. If we allow the Scythians to insult us unpunished we shall add courage to the Bactrians. Our role is attack. The day on which we put ourselves on the defensive will see us lost."*

Alexander was, however, by no means easy in mind. He recognised the difficulty of his position. In rear of him the provinces were in revolt, before him stood an intangible foe, mobile in the extreme and difficult to defeat, because difficult to fix.

(7) *The Battle with the Scythians.*

The first problem was to cross the river in face of the enemy. The skins were prepared for the passage, and the military engines drawn up on the left bank. At a preconcerted signal, a bombardment was opened on the enemy. "Some of them were wounded by the missiles, and one was struck right through the wicker shield and breastplate, and fell from his horse. The others, being alarmed at the discharge of the missiles from so great a distance, and at the death of their champion, retreated a little from the bank. But Alexander, seeing them thrown into confusion by the effect of his missiles, began to cross the

* Quintus Curtius. VII.

river with trumpets sounding, himself leading the way, and the rest of the army following him. Having first got the archers and slingers across, he ordered them to sling and shoot at the Scythians, to prevent them approaching the phalanx of infantry stepping out of the water, until all his cavalry had passed over.”*

This crossing having been effected, Alexander’s problem was how to bring the enemy to bay. It was no good pursuing them until he had smashed them, and to smash them he must compel them to attack. To gain this end, he first of all launched against the Scythians one regiment of Grecian Auxiliary cavalry and four squadrons of “pike men”—the Sarissa cavalry. These forces were undoubtedly intended as a bait, for the Scythians attacked them “riding round them in circles” and in the process exhausted their horses.

Alexander then drew up his archers, Agrianians and light troops under Balacrus in the form of a screen, and, under cover of this force, he led forward his cavalry. “As soon as they came to close quarters, he ordered three regiments of the Cavalry Companions and all the horse-javelin men to charge them.” The rest of the cavalry he led forward in column and made a rapid attack. “Accordingly the enemy were no longer able as before to wheel their cavalry force round in circles, for at one and the same time the cavalry and the light armed infantry mixed with the horsemen pressed upon them, and did not permit them to wheel round in safety.”† The Scythians then took to flight, 1,000 being killed and 150 captured. The pursuit was taken up and 1,800 camels were captured, but it had to be abandoned on account of Alexander falling ill through drinking some polluted water.

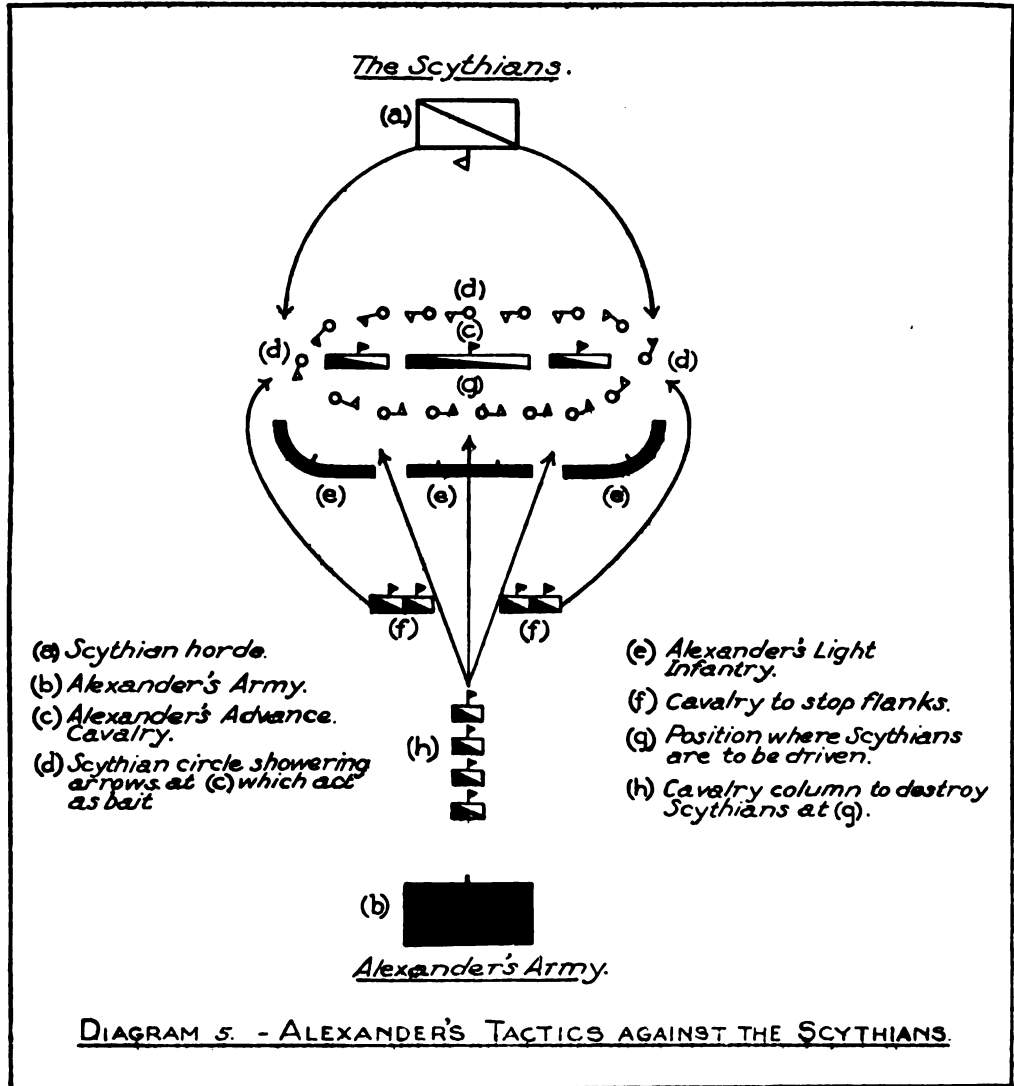
With a little imagination I think we can fathom these tactics, and I have attempted to do so in diagram 5.

The Scythians are at (a), Alexander is at (b), his object is to bring on a battle. He throws forward a weak cavalry force (c), and the Scythians at once circle round it. He has drawn them to a definite locality. Now his problem is to immobilize

* “The Anabasis of Alexander.” Arrian, IV, iv.

† Ibid, IV, iv.

as many of them as he can. He sends forward a screen of light troops and, I will presume, their outer wings are thrown forward, so that the whole force assumes the form of a crescent. By so doing the distance between the flanks of the light infantry and those of the advanced cavalry are lessened. Next he advances three regiments of Companion Cavalry and the horse-javelin men to charge them. We are not told at what point or points



they charged, but common-sense dictates the flanks of the Scythians who are galloping about between the light infantry and the advanced cavalry. In diagram 5 I show this force (*f*) moving in two groups outwards.

The result of the above tactics is that the Scythians, between the light infantry and the advanced cavalry, are driven into a mob in the neighbourhood of (*g*). Thereupon Alexander brings up his main force of cavalry (*h*) and, passing through the light infantry charges and routs this mob. We are told that he only killed 1,000, which is a small number; he did not, therefore, defeat the whole of the Scythian army. The above tactics readily meet the case.

Whatever he did, it was something which greatly impressed the Scythians, for, soon after this battle, envoys were sent in from their king "to apologize for what had been done, and to state that it was not the act of the Scythian State, but of certain men who set out for plunder after the manner of freebooters."*

Undoubtedly Alexander impressed upon his enemy that, though their tactics had proved sound against the Persians, he could defeat them. His victory, though not a great one, if measured by the numbers killed, was a decisive one if measured by its moral effect—the defeat of their tactics rather than of themselves. If their method of fighting was useless, what could they do? Nothing, hence the envoys.

The tactics of this battle are full of interest, as they show the fertility of Alexander's brain when faced by a new problem of war. For great battles, he had many masters to turn to, and for mountain warfare he had Xenophon, but for a battle on the plains against an enemy who possessed neither base, communications nor organization, he had no predecessor in tactics, even Cyrus had been destroyed by the Scythians. In all his great battles, the organization of his enemy's army automatically created a decisive point—the brains of the organization, i.e., the command.

In his mountain campaigns he could always strike at the villages of his foe and so attack him economically, but nomads

* "The Anabasis of Alexander," IV, v.

have no villages and no organization demanding a military brain. Against such an antagonist the only sure method is to compel the enemy by ruse to mass in an area in which his mobility is restricted, and if such an area does not exist, then, by manœuvring a hedge of moving men, to fence him round and so besiege him in the open. This Alexander certainly did in this battle. He grasped the conditions which had hitherto rendered the Scythians invincible, and, because of his shrewd judgment of their characteristics, he compelled them to do the very thing they did not want to do, namely, enter a circle of trained, disciplined and better armed soldiers. They wanted to circle round the Macedonians, suddenly they found that their imagined circumference had become the centre of a hostile ring.

This manœuvre of Alexander's is a model of its kind.

(8) *The Rebellion in Sogdiana.*

Earlier in this study I stated that Alexander had occupied Maracanda, the capital of Sogdiana, and that, whilst engaged with the Scythians on the Jaxartes, the Sogdianians had risen in his rear. This no doubt compelled him to come to terms with the Scythians and patch up an alliance with them.

Spitamenes, seeing that Alexander was fully occupied, laid siege to Maracanda. Alexander, hearing of this, at once despatched a force to relieve it. Spitamenes, thereupon decamped and was pursued by Pharnuchus at the head of some 2,000 Macedonians.

The tactics now used by Spitamenes are interesting. Arrian writes :—

“Posting his men in a level place near the Scythian desert, he was not willing either to wait for the enemy or to attack them himself; but rode round and discharged arrows at the phalanx of infantry. When the forces of Pharnuchus made a charge upon them they easily escaped, since their horses were swifter and at that time more vigorous, while the cavalry of Andromachus had been exhausted by the incessant marching, as well as by lack of fodder; and the Scythians pressed upon them with all their might whether they halted or retreated.”*

* “The Anabasis of Alexander,” IV, v.

Pharnuchus now formed his men into a square and retreated to the river Polytimetus (now called Sogd or Kohik) where there was a wooded glen which would afford him protection. This was safely reached, but his force appears to have been out of hand, for the cavalry under Caranus attempted to cross the river, followed by a mob of infantry. "In this confusion and disorder the barbarians fell upon them and cut them all off so that not more than forty horsemen and three hundred foot preserved their lives."*

Here we obtain a typical example of the tactics of nomadic horsemen. Against Alexander they failed, because in spite of them he knew how to develop an offensive action. He beat them by attack. Against Pharnuchus they succeeded, because he sought for security in a purely defensive formation—the square, from which he could not develop offensive power. The result was inevitable; the attrition brought to bear by the Sogdianian horsemen soon exhausted the physical and moral endurance of the Macedonians.

Spitamenes, after this success, returned to Maracanda, but only to remain there a short time, for Alexander, learning of his whereabouts, "took half of the Companion Cavalry, all the shield bearing guards, the archers, the Agrianians, and the lightest men of the phalanx,"† and in three days covered 1,500 stades (170 miles), reaching Maracanda on the fourth day. It was after this astonishing march that he utterly laid waste the lands of the Sogdianians.

From Maracanda, Alexander returned to Lariaspa, where he established his winter headquarters (329-328 B.C.). There he received large reinforcements from home and spent his time in establishing military posts, founding cities and giving audience to a number of embassies including one from the European Scythians whose object was "to state that the Scythians were willing to do whatsoever Alexander commanded."‡

The devastation of Sogdiana appears to have given rise to numerous bands of brigands, who, early in 328 B.C., when

* "The Anabasis of Alexander," IV, vi.

† Ibid, IV, vi.

‡ Ibid, IV, xv.

Alexander was about to move on India, caused a second revolt. This he rapidly suppressed. "He divided the army which he had with him into five parts . . . and penetrated into the land towards Maracanda."* This sweep seems to have settled the brigands, and, directly it was completed, Alexander, in order to reinstate law and order in Sogdiana, sent Hephaestion to rebuild the cities and to establish colonies of agriculturalists to farm the land. Whilst this resettlement scheme was in progress, Spitamenes, the brains of the rebellion, was assassinated.

(9) *The Forcing of the Cophen Pass.*

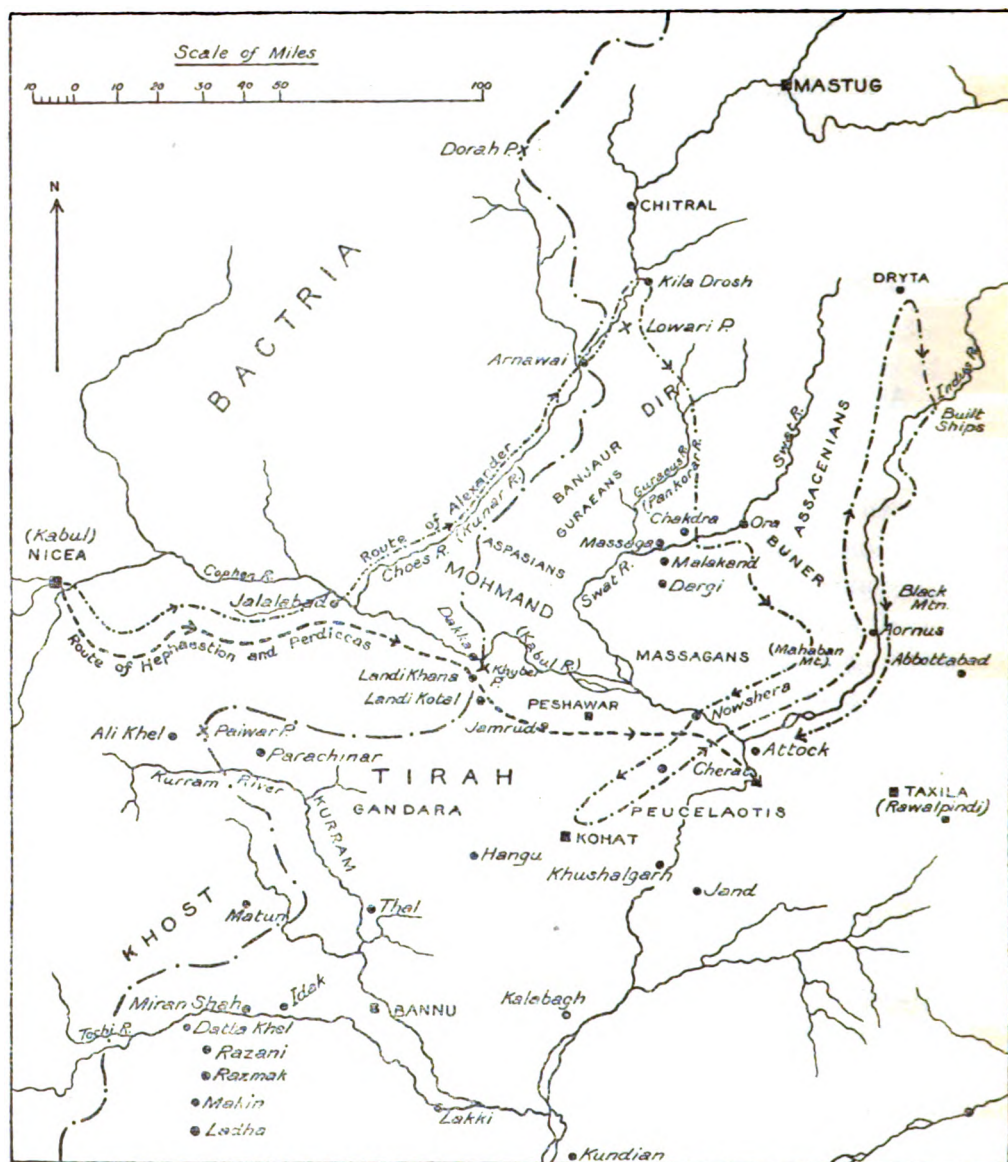
Alexander now set out for India. At Nicea (Kabul) he divided his army into two columns. Hephaestion and Porciccas were in joint command of the southern column which was to march down the right bank of the river Cophen to its junction with the Indus. This column was to include the divisions of Georgias, Clitus and Meleager, half the Companion Cavalry and all the cavalry of the Grecian mercenaries. On arriving at the Indus, the river was to be bridged.

To protect this column Alexander led the rest of the army by a more northerly route (see diagram 6) through the land of the Aspasians, Guræans and Assaconians. He followed the River Choes (Kunar). Learning that the hillmen were about to obstruct his advance he "took all the cavalry and 800 of the Macedonian infantry, whom he mounted upon horses with their infantry shields . . ." and pushed forward with the utmost rapidity to forestall them, destroying their villages as he advanced.

Discovering that the barbarians had assembled their forces near a place called Arigæum (near Nawagai), he divided his army into three parts and captured some 40,000 hillmen and over 230,000 oxen.† He employed one column to attract the enemy's attention whilst two others worked round his flanks.

* "The Anabasis of Alexander," IV, xvi.

† Ibid. Arrian IV, xxv. The finest of these animals Alexander sent back to Macedonia "to till the soil." Colonel Dodge says: "This is the origin of the hump still seen on the cattle in parts of Greece." "Alexander," Vol. II, p. 521.



- DIAGRAM 6. -
- MAP OF ALEXANDER'S MARCH INTO INDIA -

After settling with the Aspasians, Alexander passed through the land of the Guraeans, crossing the river Guraeus (Panjkora). He lay siege to Massaga (Mashanagar) and Ora (Rustam). In the capture of the first of these two cities Alexander made extensive use of his mountain artillery. Both these cities having been taken, the men of Bazira (Bajaur) "despairing of their own affairs, fled with other barbarians to the rock of Aornus."* which Alexander stormed and captured.

The securing of the Khyber Pass is to us an interesting operation. The route he took, as far as it can be followed to-day, is shown in diagram 6. The first point of interest is that, then as now, the Khyber Pass was the main line of approach to North-Western India, and the second, that, in order to secure the passage of his main body and transport through this pass, Alexander with a lightly equipped force, proceeded north of it. His intention is quite clear, first he must secure the march of his main body, and, secondly, in order to keep the Khyber open, he must impose his will on the surrounding tribes. He could not do this if he merely crowned the heights of the Khyber until his army got safely through, neither had he a sufficient force to conquer the tribes on both sides of the pass, but more important still, the last thing he wished for was a delay of his advance into India. He gained his end by concentrating all such units as would be useful in the hills against the more powerful tribes, and dealt them such a blow that it morally paralysed all the other tribes in this area. The secret of his success lay in his being able to move at a greater speed than his enemy. This ability to move an organized army over the mountains of the North-West Frontier of India at a higher speed than that of the hillmen themselves, is not only one of the most remarkable achievements in his many campaigns, but in the whole history of mountain warfare.

How did he use this mobility? First he hit at the villages—his enemy's bases of supply. By so doing he knew that he would simultaneously disorganize and demoralize them. Again,

* Near Mount Una overlooking the Indus, recently discovered by Sir Aurel Stein.

we get an instance, indirect though it may be, of the rear attack. Next, by manœuvre, he forced the hillmen to concentrate. His manœuvres must have been astonishingly rapid to enable him to accomplish this, seeing that mountain tribes are exceedingly mobile. Then, when once he had herded his enemy together, he struck at their flanks, closed in on them from all sides, and destroyed them. This accomplished, he established fortified posts to protect the main pass.

The genius of Alexander is never more manifest than in these mountain campaigns, and astonishing as it may seem, he, in his day, was able to accomplish infinitely more with much less than we can at the present time. His secret, as I have already said, was mobility, which enabled him to defeat physical geography. Once the mountains are conquered the hillmen are at our mercy.

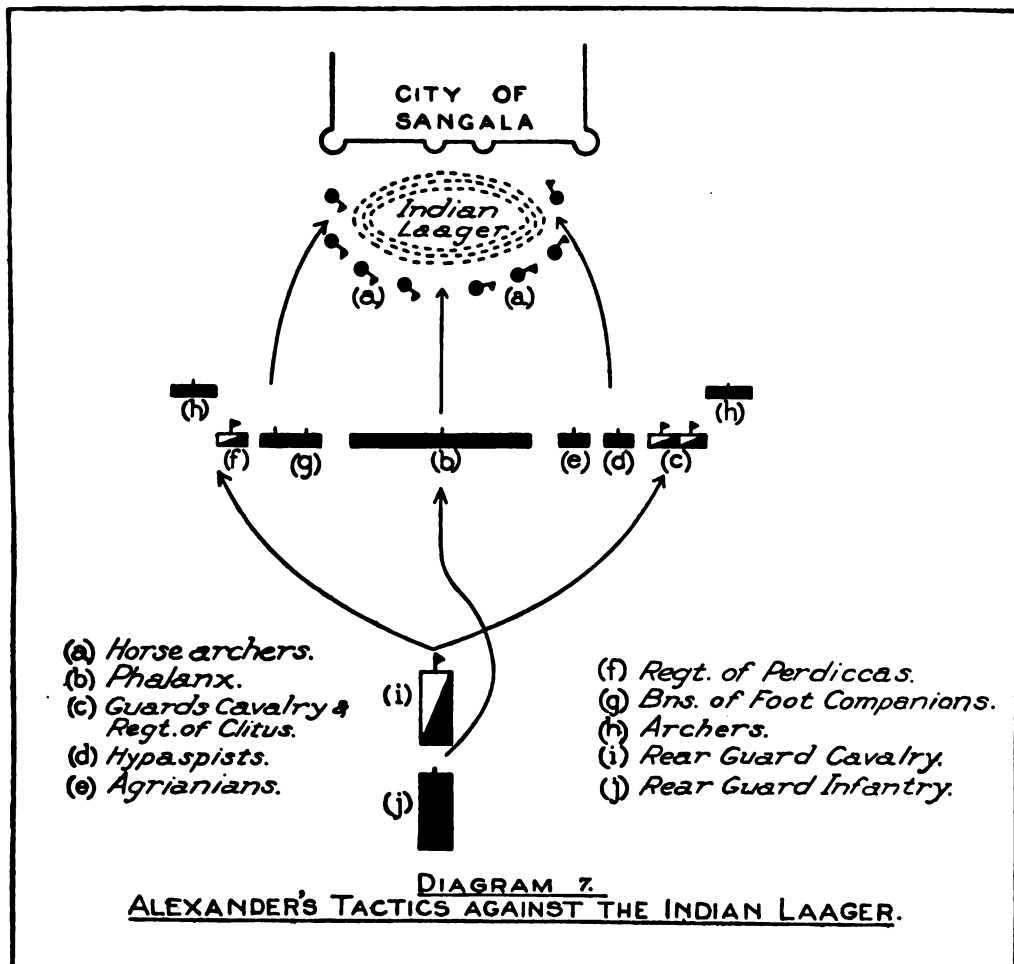
(10) *The Five River Campaigns.*

After the battle of the Hydaspes, Abisares, King of Kashmir, learning of this victory, was undecided what to do, but Alexander soon made up his mind for him by ordering him forthwith to come to him, and threatening that if he did not comply he would go, not to, but for Abisares.

The victory of the Hydaspes produced its crop of political effects; thirty-seven cities, containing over a quarter of a million inhabitants, opened their gates, and embassies arrived from all parts, including Parthia and Hyrcania.

As the Assacenians had revolted, Philip was sent against them, whilst Alexander marched towards the River Acesines (Chenab) and crossed it by means of boats and skins. Then he crossed the Hydraotis (Ravee), made war on a chieftain named Porus, denoted by Arrian as "the bad one" to distinguish him from the Porus who was defeated at the Hydaspes, and, having settled with him, directed his line of march towards the Cathæans and entered the city of Pimprama. Thence he marched on Sangala (Lahore or near this town) "where the Cathæans and the other neighbouring tribes had assembled and marshalled themselves in front of the city upon a hill which

was not precipitous on all sides. They had posted their waggons all round this hill and were encamping within them in such a way that they were surrounded by a triple palisade of waggons"* (see diagram 7).



Here was a new problem in the attack, and with his usual rapidity Alexander solved it. "He drew up his forces in the order which seemed to him especially adapted to his present circumstances." This was as follows:—

* "The Anabasis of Alexander." Arrian V, xxii.

He first sent out his horse archers to ride round the waggon lines "so that the Indians might not be able to make any sortie, before his army was in proper array." Secondly, on the right wings he posted "the Guards cavalry and the cavalry regiment of Clitus"; next to these the Hypaspists and then the Agrianians. Thirdly, "towards the left he stationed Perdicas with his own regiment of cavalry and the battalion of foot Companions." The archers he divided into two parts, placing one on each wing.

When his rear guard came up, he divided the cavalry into two parts and led them to the wings, the infantry he added to the phalanx to strengthen it. "He then took the cavalry, which had been drawn up on the right, and led it towards the waggons on the left wing of the Indians, for here their position seemed to him more easy to assail, and the waggons had not been placed together so densely.*

Apparently the idea underlying the tactics of the Cathæans was to let the Greeks batter themselves to pieces against the waggon lines, and then, when disordered, to rush out from all sides and cut them to pieces.

Arrian's account of the battle is sketchy, but from Alexander's order of battle we can deduce his tactical idea. The phalanx was in the centre and strongly reinforced; on its flanks were two wings of equal strength. The reason for this undoubtedly was that neither of these wings were to act offensively, as cavalry could not assault the waggons. What then was their purpose? To close in on the flanks of the laager and so protect the flanks of the phalanx and compel the Cathæans if they made a sortie to make it frontally.

As the Macedonians approached the laager "the Indians did not run out from behind the waggons against the advancing cavalry, but mounted upon them and began to shoot from the top of them." Their tactics are very similar to those made use of in the fifteenth century by Zisca.

"Alexander, perceiving that it was not the work for cavalry, leaped down from his horse, and on foot led the phalanx of

* "The Anabasis of Alexander." Arrian V, xxii.

infantry against them.”* The first line of waggons was stormed, then the second, whereupon the Cathæans abandoned the third and fled into the city.

The interesting point to note in these tactics is the development of infantry power from cavalry action. In the battle against the Scythians (see diagram 5), the light infantry formed the base of the cavalry column, marked (*h*). In this attack (see diagram 7) the cavalry wings formed the base of the assault of the phalanx. If the laager had been drawn up well away from the city, Alexander would undoubtedly have completely surrounded it with cavalry, but in the circumstances he could not do this. The idea is the same whether Alexander is fighting in the open or against a strong point; first fix the enemy; secondly, protect your own flanks, and, thirdly, assault.

The capture of Sangala is interesting, as it was a night operation. Alexander conjectured that as the Indians were terrified they would abandon the city at night. This they attempted to do and were driven back. Alexander was certain they would attempt it again, so having carefully reconnoitred the ground and decided where the enemy would attempt to break out, he stationed Ptolemy at the spot and then said: “When thou perceivest the barbarians forcing their way here, do thou with the army obstruct the advance, and order the bugler to give the signal. And do you, O officers, as soon as the signal has been given, each being arrayed in battle order with your own men, advance towards the noise, wherever the bugle summons you. Nor will I withdraw from the action.”†

Ptolemy then set to work; he blocked the enemy's line of retreat with the captured waggons, and awaited their sortie. Shortly before dawn the enemy attempted to cut their way out, whereupon the bugles were sounded and a converging attack was made. They were driven back. Finally the city was captured by mining the walls; 17,000 Indians were killed and 70,000 captured, Alexander losing 100 killed and a considerable number wounded.

* “The Anabasis of Alexander.” V, xxiii.

† Ibid, Arrian V, xxiii.

(11) *The Mallian and Gadrosian Campaigns.*

After abandoning the advance eastwards on the Hyphasis, Alexander carried out an extensive campaign against the Mallians on the Hydraotis (Ravee). In this campaign he made frequent use of night marches in order to cover his movements and bewilder his enemy. On one occasion he covered forty-seven miles in a single night, and selected a desert track instead of the direct road, as he knew that the Mallians would never expect him to do this.

On the Hydraotis he, with his cavalry, caught up the Mallians. They numbered 50,000, but on leading his men forward they began to withdraw. Then, discovering that Alexander had no infantry with him, they made a stand. At once Alexander "rode right round their army and made charges upon them, but did not come to close fighting with them." Having thus fixed them, the archers and Agrianians came up and showered their missiles at them; and when the phalanx appeared in the distance the Indians broke and sought refuge in Multan.

The assault and capture of Multan constitutes one of the great epics in the history of war. Alexander was the first to scale the wall. This act of gallantry nearly cost him his life, for as he reached the top the ladder broke.

In the Gadrosian (Makran) campaign we come across still another type of manœuvre. From Patala (near Hyderabad), Alexander advanced as far as the river Arabius (Purully) to dig wells for the fleet of Nearchus, and to make an unexpected attack on the Critians and Arabitians, whereupon these people fled into the desert. Alexander, thereupon, determined to sweep them up and to do so he ordered his infantry to advance in "regular line" behind his cavalry which he deployed in front by squadrons on an immense frontage. This manœuvre was completely successful, and well suited to plain warfare against an ill armed enemy.

(12) *The Secret of Alexander's Success in Small Wars.*

In this study on the small wars undertaken by Alexander, I have not attempted to deal with all the operations recorded,

instead I have concentrated on a variety of types. From these it will be seen that Alexander's problems were very similar to those which confront us to-day. Where we so often have failed, he was uniformly successful, and why? First, because his army was a disciplined force and yet could move as fast as his enemy; secondly, because he always aimed at surprising his enemy, and, thirdly, because he secured his own men against surprise. Throughout these lesser campaigns, as in his greater ones, he never fails to adapt his actions to circumstances; he never copies his past successes, he never fails to study conditions, and, once he has made up his mind, he acts like lightning.

Though we are told so little about these savage wars, we at least can extract this one great lesson. We shall never do what Alexander did until we can move as Alexander moved. This is not an insuperable problem now that mechanics have come to aid us.

Finally, I will end this study by pointing out that, in these lesser campaigns, Alexander's general policy is maintained. His object is not to wipe out uncivilized tribes, but rather to break down uncivilized opposition so that he can civilize them. Arrian states this quite clearly. In his *Indica*, when writing about the conquest of the Uxians, Susians, Mardians and Cossæans he says: "All these nations Alexander subdued, falling upon them in the season of winter, when they thought their country was inaccessible. He also founded cities that they might no longer be nomadic, but become agriculturalists and workers of the ground, and might possess property, on account of which they would be afraid to injure each other."* To-day this wise policy remains perfectly sound—what the bayonet sows the spade gathers in. In fact the object of war is not destruction, but in place—the establishment of peaceful prosperity. Alexander's aim was to conquer the world in order to rule it; his purpose was not to govern a desert but thriving countries, so that Greek civilization might be established.

* "The *Indica*." Arrian, XL.

MECHANISATION AND THE CAVALRY ROLE

By Lieut. W. B. V. H. P. GATES, R.A.S.C.

I.

THE static conditions which prevailed in the main theatre of operations during the greater part of the late war gave little or no scope for the employment of cavalry. The underlying causes of this are not difficult to trace, and can, it is considered, be attributed very largely to the enormous development of scientific weapons, which gradually tended to increase the fire power of European armies at the expense of their mobility. As the open warfare of the earlier phases gave place to the trench fighting of 1915 and onwards, so the role of cavalry diminished in importance. During this period the depth in which the majority of positions were held, was such, that occasions favourable to the use of mounted troops, in pursuit or withdrawal, seldom arose. At the same time their general co-operation with other arms, was prevented by the predominating influence of artillery, while the rapid expansion of aviation enabled reconnaissance by aircraft to replace that, which but for the many restrictions imposed by this type of warfare, would have been as in the past, largely undertaken by them. Thus those opportunities previously exploited so successfully by cavalry became gradually non-existent. To the enforced ineffectiveness of this swift weapon of surprise, may be attributed in large measure, the relative indecisiveness which characterised the majority of operations on the Western Front.

The experiences of this period teach us, that although modern wars bring increased complexity in the handling of armies, the aim of a commander to secure for his troops the power of mobility in order to inflict surprise, remains constant.



R.A.S.C.
rigid frame "light" six
wheeler (Morris) without
overall chain, latter carried
on running boards and can
be fitted in under two
minutes.

R.A.S.C.
rigid frame "light" six
wheeler (Morris) with 1
ton load, climbing a 1 in
3 heather slope.
Note overall chain fitted
round rear wheels.



R.A.S.C.
rigid frame Medium six
wheeler with 2 ton load
climbing 1 in 3 heather
slope "overall chain" is
fitted to rear wheels.

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The chief weapons in any war of the distant future will be no doubt, aircraft, tanks and gas ; infantry and cavalry being relegated to the work of consolidation, which must ever attend the winning of battles, whether between men or machines. Although it is necessary to recognise the general trend of the times, and to foresee as far as one is able, the inevitable goal towards which current military developments are leading, we are at the moment more particularly concerned with questions of the immediate future. The chief problem presented by these is to strike a balance between the powers of fire and movement possessed by troops in the field, in order that the speed and suddenness with which they can deliver a blow may not be detracted from by the weight behind it. Apart from the unexpected use of new weapons, only by increasing the potential mobility of a force, and particularly that of its cavalry, can the essential element of surprise be again introduced, a fluid type of warfare maintained, and the consequent opportunities for decisive action presented.

Universal mechanisation, with all that it implies, is the only solution to this problem. Increased employment of mechanical transport will tend to modify rather than usurp the functions of cavalry. It must be remembered that if the mobility of armies is improved by machines, the necessity for accurate information comes into still greater prominence, and the need for rapid close reconnaissance, paramount.

Reconnaissance by aircraft, curtailed and hindered as it often is by factors over which it has no control, can never effectively replace that carried out by highly mobile troops, although it may assist in enlarging the scope and radius of action of the latter.

Reconnaissance in the future is likely to fall roughly into three classes, each with its primary instrument :

- | | |
|---------------------------|--|
| (a) Far distant. | The aeroplane. |
| (b) Protective or middle. | Armoured cars and other highly mobile mechanised troops. |
| (c) Close or inner. | Cavalry. |

This division cannot of necessity be taken as exact, the responsibilities and activities of the various arms must overlap and be interdependent to a certain extent. Co-operation will be therefore the keystone of their common role, and inter-communication an essential factor. The main connecting link, between (a) and (b) will no doubt be wireless, as also in the future between (b) and (c). A more tangible and certain method will, however, be essential to the latter for some time to come ; this, of necessity depending upon mutual support and liaison, therefore requiring the least possible divergence between the relative speeds and radii of action of the arms concerned. The nature of the terrain, the powers and characteristics of the enemy, and its own inherent potentialities, will decide to some extent the possibilities and limitations of the cavalry role in this general arrangement. In future campaigns, under normal conditions, this will, it is thought, be mainly confined to one of close protective reconnaissance in the third sphere, in co-operation, as we have already seen, with the highly mobile troops of the second. In certain types of country, retirements and other similar operations however, cavalry will still at times assume, as in the past, a purely offensive role in conjunction with mechanised arms. The first and most important requirement of modern cavalry will be therefore, in any future operations, a higher degree of mobility than that which it possesses at present.

The two main factors, which at the moment exercise a deterrent influence upon its speed and mobility are :

- (a) The excessive weight carried by the horse ;
- (b) The restricted speed and radius of action of its first line transport.

It can easily be seen that the mechanisation of the latter, providing a suitable type of vehicle can be found, will solve both difficulties in that :

- (a) The larger load capacity of an M.T. vehicle, both as regards weight and bulk, will allow weight to the extent of two stone per horse and rider to be carried by first line transport, without increasing the establishment of the transport group ;

- (b) The greater speed and radius of action of M.T. will remove the old disadvantages on this score, and enable the distribution of the articles taken from the horse, food and S.A.A., to be made without delay, at any time, and under all conditions.

It is now proposed to pass to the question of the M.T. vehicle with which it is hoped to give effect to the above desiderata.

II. THE R.A.S.C. RIGID-FRAME SIX-WHEELERS.

These have been designed primarily for military purposes, and are now being manufactured by many leading commercial motor firms in two types :

- (a) "Light." Carrying 30 cwt. or over on the road, 20 cwt. across country, of which the Morris is an example. This being the most likely type for first line transport.
- (b) "Medium." Carrying 60 cwt. or over on the road, 40 cwt. across country. An ideal vehicle for second and third line transport.

Both classes satisfy the two main essentials of a military cross country vehicle, namely :

- (a) Cross country ability ;
- (b) Commercial value.

The first is an obvious requirement, and the second equally important, as the needs of mobilisation can only be effectively met by the impressment of M.T. vehicles from civilian resources.

(A) *Cross country ability.*

As far as this is concerned the six-wheeler gives a remarkable performance, equal to, and in many respects superior to, horse transport. Its speed across country is of course far greater than that of the latter, while its maximum road speed is well over 35 m.p.h. It will negotiate, when loaded, all types of "going," including 1 in 2 slopes, banks, ditches, bogland and deep sand. This is largely due to the method of suspension of the rear axles, which ensures that the weight of the vehicle is equally distributed on the ground by all four driven wheels,

under all conditions of tractive effort, thus exerting a comparatively low pressure per square inch. A form of chain has been evolved which can be fitted round the two twin-tyred rear wheels on each side. This materially increases cross country ability, by reducing sinkage and increasing adhesion ; and being only needed under the worst conditions of bog and similar difficult "going," thus incorporates, in some measure, the semi-track principle in a high speed road vehicle.

(B) *Commercial value.*

Vehicles constructed on the six-wheel principle have many advantages which are likely to appeal to the commercial world, both at home and abroad. Chief of these is the additional power imparted by the drive on the four rear wheels, enabling the chassis to cope with double the weight which it could normally carry on a single rear axle, at comparatively little extra running cost per mile. This advantage, together with its cross country ability, its simplicity, and its low initial and running costs, will particularly recommend the six-wheeler to the colonial user, and also ensure for it a good market in this country. It can readily be seen that vehicles combining all these excellent qualities have a great future before them which will create both the source of supply and the civilian reserve so essential to military mechanisation.

III. EMPLOYMENT OF THE "LIGHT" R.A.S.C. SIX-WHEELER WITH CAVALRY.

We will now turn to a more detailed consideration of how this instrument of mobility could be employed in the service of cavalry.

(A) *Cooking arrangements.*

During the trials carried out by the 1st Cavalry Brigade this summer a new form of cooking was tried in conjunction with this vehicle ; the idea being to find a method whereby the slow and cumbersome Field Kitchen might be dispensed with. After partial cooking on the ground, food was placed in hay boxes and conveyed to the troops by "light" six-wheelers, being consumed in some cases, as long as twenty-four

hours afterwards. It was found that in this way, well cooked, hot and appetising food could be issued when required, thus adding to morale and stamina, where in the past, owing to the limitations of the field kitchen, mounted troops in extended operations, would have had to rely for two or three days upon preserved meat and biscuits, carried on the horse. If this system of feeding were employed on active service, "distributors" would remain within easy reach of the troops they were supplying until the day's food had been consumed, then returning to a central communal cooking centre many miles in rear for another twenty-four hours' requirements. Here cooking could be carried out without interruption under the best conditions, with no chance of the whereabouts of important positions, etc., being given away to the enemy by smoke. This method of food supply has many obvious advantages, not only where cavalry is concerned, but in the feeding of all arms, allowing as it does, cooked meals sufficient for twenty-four hours to be issued, in place of the present uncooked ration. Bulk handling of raw supplies, and therefore fewer second line transport vehicles, economy in personnel, fuel and provisions, are only some of the many other merits of Communal Cooking.

(B) *Reduction of weight carried by the horse.*

The articles comprising the two stone approximate weight per troop horse, which it is considered might be carried with advantage by first line transport are :

*Greatcoat.	Hay net.
Cap.	Picketing rope.
Groundsheet.	Horse brush.
Blanket.	Comb and rubber.
Picketing pegs.	Spare nosebag (with 6 lbs. of
Heelrope.	corn) or corn sack.
Surcingle pad.	

Plus a proportion of mallets, heel pegs and picketing posts, according to horse strength. These articles are likely to be wanted only at certain times, usually when food is needed ; therefore both requirements could often be satisfied simul-

* This is at present carried by 2nd line transport.

taneously by the baggage and "distributor" vehicles of "B" echelon coming up together, from their positions of readiness in rear.

(c) *Carriage of Machine and Hotchkiss Guns.*

The substitution of "light" six-wheelers for machine-gun limbers, will enable the guns and ammunition of each sub-section with its personnel, if required, to be carried in an M.T. vehicle ; the Hotchkiss guns of each squadron being similarly dealt with. It might be advantageous at times to employ these sub-section vehicles, carrying both guns and crews, as tactical entities, for instance, in retirements, where if the ground was suitable, their high speed might be best utilized, and guns brought in and out of action with a minimum of delay. In any case, when on the move, each vehicle could always carry one of its guns ready mounted with a skeleton crew, for protective purposes, as it is at this time that M.G's are most vulnerable. The fullest tactical use of these sub-section vehicles should, it is considered, be invariably made, when the ground and general situation permitted, loads being transferred to pack animals only when absolutely necessary, in order to save the latter as much as possible and to increase the speed with which the guns were handled. As a precautionary measure against sudden air attack, Hotchkiss guns and crews, carried in vehicles fitted with suitable "A.A." mountings, could be rapidly leap-frogged from point to point, or concentrated in particular localities, with great advantage.

In future, six-wheeled wireless tenders for inter-communication with co-operating air craft and armoured cars, anti-tank weapons, and close support artillery, may well be included in the establishment of cavalry units and formations. As in the case of food supply, the use of highly mobile cross-country M.T. would do much to simplify and expedite the bringing up of ammunition, while the speed of the vehicles engaged would ensure that they had little or no restrictive influence upon the freedom of action of the troops. Leaving for a moment the numerous other advantages of cavalry first line M.T., we will pass to the consideration of its more detailed establishment.

IV. A PROPOSED ESTABLISHMENT FOR THE FIRST LINE M.T.
OF A CAVALRY REGIMENT AT WAR STRENGTH.

 (1) *Number and allotment of vehicles.*
"A" Echelon.

(a) Headquarter Wing and M.G. Squadron.

<i>Vehicle</i>		<i>App. Load</i>	
<i>No.</i>	<i>Load.</i>	<i>Weight.</i>	
1	Signalling Equipment: 2 "A.A." Hotchkiss guns and equipment.	9-11½ cwt.	1
2-5 inc.	1 per sub-section each carrying: 2 Vickers machine guns, equipment and 9 boxes of ammunition.	15 cwt.	4
6	M.O. and orderlies: M.O. and V.O. panniers.	10 cwt.	1

(b) Squadrons.

7-9 inc.	1 per squadron each carrying: 4 Hotchkiss guns and equipment, 16 ammunition carriers (filled), 1 "A.A." Hotchkiss mounting holder and sights, signalling equipment.	15 cwt.	3
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"B" Echelon.

(a) Headquarter Wing and M.G. Squadron.

10-11 inc.	Each carrying: M.G. ammunition (less 9 boxes carried on Nos. 2-5 inc.) and 2 stone from each horse and man of M.G. squadron.	20 cwts.	2
12	Weight from horses and men of H.Q. Wing (less M.G. squadron) as per list.	19 cwt.	1
13	"Distributor" with sufficient hay boxes to carry 24 hours' meals for H.Q. Wing complete (inc. M.G. squadron).	16 cwt.	1
14	Officers' mess "distributor"	—	1

(b) Squadrons.

15-17 inc.	(1 vehicle per squadron) reserve ammunition.	18½ cwt.	3
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18-23 inc. (2 vehicles per squadron) weight from	19 cwt.	6
horse and man as per vehicle No.12		
24-26 inc. (1 vehicle per squadron) " Distributors " as per vehicle No. 13.	14 cwt.	3
		<hr/>
Total		26

(2) *Remarks on establishment.*

To this total one or two spare vehicles, one petrol and two water trailers and two or three motor cycles, should be added, the latter for the despatch riders, who would be required for liaison between regimental headquarters and the transport echelons.

Where cooking was carried out in rear under unit arrangements, and not at a formation communal cooking centre, cooks, fuel and implements would have to be transported, and in such cases, another six-wheeler should therefore be included in the "B" echelon establishment, this vehicle also being used to draw one of the water trailers. The officers' mess "distributor" would normally carry the total meals for all officers, these being packed in separate squadron boxes, so that when the convoy arrived at regimental headquarters, the necessary re-allotment could be quickly made. For instance, if the M.G. squadron happened to be located with or near "A" squadron, hay boxes for the officers of both would be taken from the mess vehicle, and placed on the "A" squadron "distributor," thus being taken up with the other ranks' food. It is suggested that if the medical and veterinary officers' panniers were carried in a light trailer, the M.O's. vehicle could leave the latter at the regimental aid post, and assist in bringing in casualties. For this reason it is included in "A" echelon.

(3) *General advantages.*

There is little doubt that first line mechanical transport would add enormously to the powers of cavalry under the conditions of modern warfare. Three main improvements have already been discussed ; further advantages which would accrue by its employment are briefly :

- (a) Reduction in road space ;
- (b) Simplification of concealment ;
- (c) Reduction in vulnerability ;
- (d) Simplification of water supply in desert countries, etc.;
- (e) Reduction in weight and bulk of supply requirements.

Handling of petrol will involve far less labour and transport in the aggregate, than that required by bulky forage loads. A reduction in animal strength will therefore have a corresponding effect upon the number of second and third line transport vehicles required, and tend to lessen congestion on the L. of C. Petrol supply on the large scale necessitated by a mechanised army will, of course, on the other hand, often present grave difficulties during the opening phases of a campaign, particularly at the base, until facilities for bulk handling, etc., have been properly organized. Later, however, by the use of filled petrol trailers, drawn by all supply and ammunition vehicles proceeding up the line, and a similar evacuation of empty ones, on their return, this will become a comparatively simple operation.

(4) *Facilitation of bridging.*

The question of bridging is likely to figure very largely in highly mobile operations. The increased powers of first line transport will facilitate the rapid movement of bridging material, and will enable this to be carried into position, even over marshy ground.

(5) *General considerations.*

The success of mechanisation will depend as much upon the organization of repair and maintenance services, and the efficiency of its operation, as upon the types of vehicle employed. Too much stress cannot be laid upon the necessity for co-ordination between users and providers and for a simple, unified, yet efficient, system of M.T. administrative control throughout the army. Uniformity of training for driving and artificer personnel, and homogeneity in the types of vehicle employed, to facilitate the application of the principle of interchangeability, are together with the above desiderata, the essential foundations of mechanisation, upon which the mobility and hence the effectiveness of modern armies will large depend.

(6) *Some thoughts for the future.*

The increased mobility of cavalry, achieved as we have seen by the improvement of its transport, will greatly extend its power and scope as an instrument of reconnaissance, and for the rapid concentration of dismounted fire power, both in co-operative action with, and against, highly mobile arms. The time cannot be far distant when completely mechanised machine gun units will form recognized components of cavalry formations, as may also six-wheeled armoured cars. In this way, the general offensive value of mounted troops, and their ability to fight for information when necessary, will be increased.

The achievement of machine gun mobility, however, draws our attention to the fact that the only really effective weapon against M.G.'s is the tank, and that ultimately the general mobility of a force operating over normal types of country, will depend primarily upon its tank strength. Thus, it would appear that in seeking the remedy for immobility by increasing the power of movement of machine guns, we are but jumping from "the frying pan into the fire." As the cycle of tank development progresses, the antidote which a new instrument of war invariably produces, may take the form of a tank "destroyer"—a lightly armoured six-wheeler mounting an anti-tank quick firing gun, this being also included among the cavalry weapons. The role of these machines would be somewhat akin to that of "mosquito" craft at sea, depending for their protection upon their speed and radius of action, rather than upon their armament. In attempting to visualise the future, we must however, guard against considering the "land ship" which in time will undoubtedly become the chief military weapon, as strictly analogous, in as far as its tactical uses are concerned, to its naval prototype. Although the comparison is true within limits, we must not lose sight of the fact that the elements upon which these weapons respectively operate, are so fundamentally diverse in character, that this analogy can exist only in a purely general sense. The "land ship," any more than the airship or the battleship, can never win wars

unaided, but can only forerun and prepare the way for the individual fighting man, be he mounted or on foot.

It can be said with some degree of certainty, that no matter how far machines may dominate the earlier culminating stages of war, the individual combatant will ever remain the ultimate determining factor, without whom no campaign can be altogether decisive. Thus one is led to the conclusion that in the future the fire power and high mobility of machines will, as General Sir Percy Hambro said in a recent lecture, prepare the ground in order that the horse and foot soldier may reap the harvest. Although the principal role of cavalry in modern warfare is likely to be confined more and more in the future, purely to one of reconnaissance and consolidation, its old value for operations in wooded and mountainous country cannot change, and in these it will ever remain supreme as the swift weapon of opportunity.



RECOLLECTIONS OF A PRUSSIAN HUSSAR

By **LIEUT.-COLONEL B. GRANVILLE BAKER, D.S.O., F.R.G.S.,
F.Hist.S.**

**Part II**

WHEN the spring inspections were safely over and the Easter leave which subalterns had considered as their due, had been appropriated by the squadron-commanders, the regiment turned its activities towards training as a whole. But it took several months before the squadrons were ripe for combined drill. Every morning, at about 8, the squadrons filed out of the barrack gate, singly, taking it in turns to be heralded by the band. Clattering over the cobble stones, calling forth ringing echoes from the sombre arches of the "Porta Nigra," a remnant of "the grandeur that was Rome" when Augusta Treverorum was an imperial city, the squadrons wended their way through the narrow streets of the old town. The good folk looked out of window, and seeing their blue hussars riding by, felt convinced that all was well with the Fatherland. There was yet another monument to Imperial Rome, a ruined palace, a mighty structure that had stood half-submerged until some

enthusiasts undertook excavations, and then one of the most interesting discoveries, to our mind, was an enormous mass of oyster-shells filling up one of the moats or ditches under the palace walls. "Those ancient Romans did know how to live," we thought, and the clever ones amongst us worked out the problem of a relay service for oysters, from their beds at Ostende, along the corduroy roads to the Imperial table. We would leave the ancient palace to southward of us and turn towards the bridge across the Mosel, on the further bank of which the red brick infantry barracks accommodating two regiments of three battalions each, stood out against the pine-clad slopes of the Eiffel Range. The infantry would be busy grinding their parade step down to completely mechanical precision, and we felt sorry for them—what a life! Another mile or so to westward and there was the wide cavalry drill-ground with a long row of jumps at the further side. Squadrons took up their allotted sections of this ground, and split up into troops to do a little "bending lesson," a good deal of lance exercise on dummies lying about, and eventually each troop as a unit went through some simple evolutions in line. By these means the recruit was shown his place in the scheme of things and if given to reflection, might try to reconcile two divergent views of his own significance; from one point of view he was that crowning glory a Prussian hussar, from the other end of the vista he was something quite impersonal, one of the many, conveyed about by an elderly steed that recognized nothing new under the sun.

The process of training a squadron in drill was probably much the same as in all other civilized armies. There were the same hardmouthed horses that liked a change from the rear-rank to the plane of the squadron-commander and had to be brought back to their proper place in a wide circle, intruding, maybe, on the area of some other squadron and thus inviting comment. There was much the same suppressed conversation when knees and carbines came into sharp contact, and there was also heard the voice of the sergeant-major, riding *serre-file*, urging troops to keep silence in the ranks. Then

again there would be the inevitable divergency of view between the squadron-commander and troop-leaders on the matter of keeping direction, and the exact degree of a three-quarter wheel. But though the great man's comment might be sub-acid, even framed in blasphemy, he never swore directly, personally, at an officer. This was not done before troops in the German Army.

Mid-day generally found the squadrons re-entering Trier, the band calling upon all good citizens to admire our brave display, and by one o'clock the last hussar had disappeared within the gates of the ancient monastery, which had been converted into barracks. The former owners of the premises were, I believe, Cistercian monks, and the legend went that Goethe had dined with them in the refectory which became the mess-room of the 9th Hussars. It must have been well worth while, though Goethe makes no special mention of the fact, for the reverend brothers probably had a sound taste in Mosel wine. If they had not, there was no excuse for them. The wine of that country has always set poets bubbling over with songs in its praise, and there were cellars too vast for the needs of a cavalry regiment; one section had been re-arranged as a riding school.

By this time the subalterns felt entitled to a rest, most of them having had an hour on a remount before marching out to squadron training. The mess was a good place both for rest and refreshment. It was plainly furnished but comfortable, it was decorated as other messes are, with trophies and pictures representing battles, accepted as truthful records under the influence of esprit-de-corps. The food was good, the wine better and both were cheap. The latter quality was a distinct consideration as the C.O. held strong views on the simple life, especially for subalterns. He would not allow junior officers to sport a dog-cart which would have been a great convenience on musketry days; the ranges were some four miles away in the forest. "Wherever a hussar has to go on duty, his horse should take him" (this was well before the days of motor cars). Another matter on which the C.O. was



9th Prussian Hussar.
1900.

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very firmly set was, that no one below the rank of captain should marry, and as promotion was very slow in the German Army, a strict adherence to this principle might have carried many a subaltern from this "close" season, into the "sere, the yellow leaf" and beyond all hope of matrimony. To all was added a decree from the Kaiser himself, setting forth the evil of luxury, and exhorting the warriors of Germany to live the simple life of their forefathers, keeping to the good food and drink produced within the Fatherland itself. This was all very well in principle, but it did not work in practice; some bold Uhlan mess tried to regale the Emperor with German champagne and, to put it mildly, failed to gain his approval.

Most summer afternoons were devoted to foot drill, lance and sword exercises and such exhilarating and improving duties. There was therefore no time for any form of sport. Indeed, sport was practically unknown in the German Army at the beginning of this century. No German played cricket, or wanted to, football had been heard of, but the idea of officers and men playing together for the regiment was unthinkable in a short service army, quite apart from the fact that an officer's regard for his position would prevent him; the sporting spirit, if present at all, was undeveloped. In some regiments nearer the heart of things, you might find a man who raced his own horses, or even rode other peoples. Here and there you might find an infantry regiment of superior quality that hired a shoot for the winter and distributed posts at each drive in strict accordance with seniority. But on the whole it was work, hard work, and work always. By a certain time in the summer, somewhere about July, the squadrons as units, were expected to be ripe for inspection.

A capable C.O. would put two or three squadrons through their paces of a morning, and it was his opinion that really mattered. Our cavalry brigadier, a major-general, was a friendly old gentleman with several harmless fads that had to be humoured. The G.O.C. division, a lieutenant-general, happened to be an infantry man, and wisely confined his interest in cavalry training to the results thereof on the manoeuvre fields.

Hard things were said by the C.O. occasionally, that would surely happen in any army, and the band blew away any ill-feeling about them on the homeward march. Certainly each squadron reached an equally high standard of precision, but I sometimes wondered whether that very precision might not re-act unfavourably on the cavalry spirit, "it is the letter that killeth." It is noteworthy that all officers of the regiment had to attend all the inspections of squadrons other than their own, and C.O's. of one regiment would travel for that purpose to see the regiment with which his own was brigaded. Whatever the purpose of this, the result was a conference held by each squadron-commander at which the great man expected his subalterns to report on any "tips" and "wrinkles" they had picked up, and which should be properly applied by themselves to the greater glory of the Fatherland. An over anxious squadron-commander could soon make of his inspection a regular circus and if it were artistically produced, he might indulge in visions of those twisted shoulder straps which mark your transference to the high estate of field officer.

It may easily be imagined how difficult it was for the mighty to abstain from "shop" when at lunch after an inspection. But "shop" was taboo, even in the German Army. At the faintest indication of its introduction into conversation, the senior officer at mess whispered an order to the waiter who vanished quickly to reappear with a little token that was placed before the offender.

It was a dear little pair of hussar breeches on a stand, some ten inches high, a complete pair with leather strappings and the single braid which goes up one leg, turns an elegant loop at its highest point in the middle of the back, and then gracefully descends the other leg.

There were several duties which were less arduous in the German than in the British cavalry, chiefest among these was "Stables." Officers did not attend stables at all, the worst that happened was that the orderly officer would go through them at odd times. The "Rittmeister" was also the horse-master; he, the sergeant-major and the farrier-sergeant spent

as much time at stables as the more or less pronounced sense of duty of their subordinates required. For all that, the subalterns did not while away the mid-day hour while men groomed horses and cleaned saddlery, both these were kept in good working order—but they lacked polish, there was no time for that. The duties of orderly officer too, were light, they lasted a week and included one visit, by night, to the guard, otherwise there was little to do in that office. The orderly officer did not necessarily dwell in barracks, in fact there was accommodation for only one officer in our converted monastery and that was occupied by the junior subaltern. He found it irksome at times, as he also had occasion to take his pleasure in mufti and on returning had to be escorted by one of the guards to his abode. This was not because he ever required an escort, but by order, as no one in civilian clothes might roam about German barracks without armed supervision.

The whole collection of those monastic buildings in Trier was crowded with troops, as they had to house not only five squadrons of cavalry, but also a detachment of infantry overflowing from one of the hordes of foot-folk which garrisoned Trier. Even the chapel had been converted into barracks, several floors having been constructed within it, and everywhere slept the young soldiery in narrow bunks arranged in tiers of three, one above another. Unmarried non-coms. dwelt apart in little half-partitioned cubicles. Troops were thus crowded together in a manner which recalls the Crimean period of the British Army. In the winter, instruction was generally held in the barrack rooms, and the Germans in my day were not fresh air enthusiasts! The war may have let some air into German institutions.

The training of all five squadrons together as a regiment did not follow immediately upon the inspection of the separate squadrons; it was generally deferred until close upon the time for autumn manœuvres, as few garrisons could provide a terrain sufficiently wide for the evolutions of such an appreciable body of horse. There was, therefore, a period of comparative ease in the general strain of training. For

subalterns, however, there was always suitable occupation. At one time a serious-minded pioneer officer (a sapper in British Army parlance) would take us in hand for a fortnight or so and instruct us in his sinister craft, works of darkness and destruction of railways, roads, bridges. Then in sunnier mood he would show us how to repair and reconstruct, and trust us with pontoons and rafts and all manner of "gadgets" with which he was impressively familiar. It was alleged that the sapper detailed for the duty of instructing cavalry, aged rapidly and could only be restored to youthful vigour by a liberal allowance of leave. He had to be very careful how he left high explosives lying about.

Mention has been made of railroads, that is the permanent way; the Prussian cavalry officer was also expected to take an intelligent interest in engines and rolling stock. We certainly did, if not in the direction to which our instructor would lead us. This latter functionary was an official of the State railway, somewhere on the plane of station master, to judge by his red cap. He was a martial figure, but slightly overacted his part, the salute was too elaborate, his courtesy was acquired for the occasion, and did not stay the course. In fact, he soon lost control of it and of the whole situation. For us this course of railway transport work was one of "sweet refection," no seniors cared what we did on an occasion so far from our natural orbit, neither did we, and the station buffet was a capital place to lunch. During the late General Strike, I bitterly regretted having devoted my energies during military transport course, to making the welkin ring with shrill blasts from the whistle of an engine when I might have learnt how to feed it, and thus could have served my country in the hour of need. Misspent youth again!

There was another matter which I regret to say was taken less seriously by the Germans than by the British Army, Church-going. To begin with, you seldom met a "padre"; he appeared not to fit exactly into the social box, or perhaps he did not want to do so. You might meet one at some big dinner, where he would open the proceedings with a lengthy

grace in classical German which you heard nowhere but in the pulpit or on the stage, and then he would settle down to the business of the evening, eating. There was no elaborate church parade on which we turned out in our best and looked lovely, except on New Year's Day, and as we had generally been seeing the old year out, the next morning's programme was carried out without enthusiasm. On All Souls' Day again, we did no work, but dressed in our best, went to the cemetery and listened to orations which gave obvious satisfaction to the deliverers thereof. Otherwise church-going was a modest affair: a small party of men looking bored rather than devout, would march off to the garrison church under command of a non-com. to join compulsory devotees from the infantry regiments. It appeared that there was not sufficient room in the garrison church for a full-bodied effort by the whole regiment, and when once in a while the hussars were given a larger amount of accommodation than usual, the occasion was graced by the presence of a subaltern. And even then we did not put on all our glory; we left our plumes behind.

Sunday was the day on which the unmarried dined, in the middle of the day, with the married families, generally by squadrons, as it were, and after that there would be an excursion into the landscape. To assist this diversion each squadron had a waggonette, to hold five or six, drawn by a pair of well-groomed horses, driven by a smart hussar; you could hire the conveyance at a very moderate sum and the proceeds went to the squadron fund and eventually to the horses in the form of extra fodder. Not that the horses were under-fed, but every squadron-commander knows the value of a little extra. There is much to see in the lovely valley of the Mosel, as it winds its way to join the Rhine at Coblenz, quaint old towns tucked away in vine-clad valleys, ruined castles, and then the crowning glory of the Eiffel, the castle of Eltz preserved and furnished in true mediæval style. Hussars were always welcome there, for the Counts of Eltz had served in the regiment. Alas, that this historic monument which had escaped the ravages of the Thirty Years' War, the campaigns

of Louis XIV and Napoleon I, should lately have been destroyed by fire.

Being, as it were, a small and united family party, the regiment found most of its social requirements within that circle, and this gave rise to the unworthy idea that the hussars were too eclectic, in fact we were accused of "side."

"Things were so different in a regiment of infantry," but then it consisted of three battalions, so was, therefore, socially, a trifle unwieldy. There had been a little unpleasantness on one occasion. Trier, like most German towns of any size, had a casino, a kind of club, chiefly for use of the civil functionaries and a chosen few among the townsfolk. Officers of the garrison were all honorary members. One evening several young hussar officers visited this casino, walked through the rooms in search of any acquaintances and found a party of infantry officers playing cards. The Hussars according to caste etiquette, bowed, the card-players rose and did likewise. Thereupon the hussars went out to hang up their swords and caps, and returning by way of the same room, passed through without any further ceremonies. One of the infantry officers rose and asked who was the senior of the Hussars; the senior duly presented himself.

"Sir," said the infantry man, "you omitted to salute us as you returned this time."

"Well, sir, what then?" enquired the Hussar.

"The usual consequences, sir."

This meant the possibility of a duel and had to be reported to the C.O. next morning as early as convenient. The senior Hussar officer of this episode found the colonel of the infantry regiment in the orderly room engaged in conversation with his own C.O. The latter was in combative mood and declined to be moved by the other's peace efforts. The infantry colonel turning to the Hussar subaltern said, "my dear young friend, those foolish youngsters of mine wish to apologise."

"We shall shoot first" said the hussar colonel.

"But my dear colleague?" from the infantry man.

"We shall shoot, shall we not?" from the fierce chieftain of Hussars. "We shoot" echoed the Hussar junior.

After a deal of blandishment the infantry commander offered to produce his treasures with an ample apology, and the Hussar C.O. condescended to hear it. In fact the culprits were waiting outside. They were marshalled in, and with much bowing and clicking of heels, repeated each the same formula. Honour was satisfied. A casual remark from his colonel gave the Hussar subaltern the hint to offer hospitality. The infantry men stayed to lunch, they stayed to dinner, and required wheeled transport to get them away. The local landau was a feudal institution which conveyed the right people to the right places without instructions. Its driver-owner, an ex-hussar, knew exactly where you had to call and the horse was probably equally well informed. This respectable "convenience" that evening, or was it morning, witnessed a scene of fervent farewells, protestations of undying friendship mixed with song. This should have made for edification but that the parting guests when put in at one door would fall out by the other.

Duelling amongst officers was of very rare occurrence, in a good regiment it would not happen at all. Any affair that arose had to be tried by a court of honour consisting of regimental officers and if it decided that you should fight, you did or left the army. Pistols were the only permissible weapons, and if you damaged your opponent you were generally relegated on open arrest to a fortress where you had considerable liberty but no occupation. In a strict military caste such as the Corps of Officers of the old German Army, everything possible was done to avoid an open scandal. If anything very outrageous occurred the offender's case was judged in secret and he was offered the alternative of suicide or flight from civil procedure. There was a story about a young officer who had got into a horrible mess. The C.O. dramatically offered him choice of a revolver or a sum of money to get away with. The culprit took both—and went, it was said, to his native country the United States of America.

Other features of the late summer programme were long-distance rides and tactical exercises. The former were trying

affairs for horse and man, involving some twelve hours in the saddle and the solution of a tactical problem. The latter, for subalterns, were generally on the lines of one squadron operating against another as part of advance and rearguard respectively. Squadron-commanders were given a mixed force, other arms being represented by flags of divers colours. The subaltern's performance on such occasion was criticised by his captain before an assembly of the regimental officers, then by the second-in-command, finally the C.O. gave his opinion. If your "show" had finished up with a charge, then all was well; criticism, on the whole, was kindly, but the grand old principle had to be maintained that "which ever way you do it, it is wrong." The senior officer's tactical problems, being of a more complicated nature, were reported upon in writing, and I have known such reports to suffer as statements of fact, by the addition of information gained after "Cease Fire" had sounded. The least pleasant of such tactical exercises were those in which one's squadron was detailed as cavalry to some senior infantry officer whose capacity for leading mixed troops was to be tested. That was well before the days of air reconnaissance, and an infantry man seemed peculiarly prone to fritter away his mounted troops by sending out innumerable patrols. He was quite capable of complaining at the end of the performance, that the cavalry had sent him no reports. I recall such an occasion as it was my patrol which he alleged had "let him down." My C.O. being present at the conference after the "show," called me up there and then, asked for the copies of my reports, and I handed in quite a little bunch of them; as it was not probable that all my reports had failed to reach their destination there was an ominous silence, and the junior officers were asked to withdraw—whereupon an infantry brigadier held forth both in wrath and sorrow.

During the time between the inspection of the squadrons separately, and the autumn manœuvres, the mess was favoured with the presence of some four or five paying guests who were known as the "Summer Gentlemen." These were as a rule,

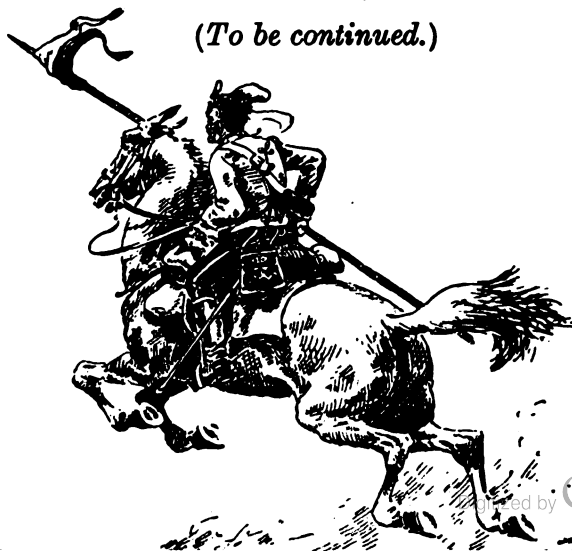
a pleasant social acquisition to the mess, being members of various liberal professions, the law predominating, and they certainly introduced some variety into mess talk which most of us appreciated highly. Their military attainments, however, roused less enthusiasm, especially among the captains, as these gentlemen were reservists and therefore as it were, second-hand soldiers. In truth they did not pretend to be anything else. They were nearly all subalterns, for it very rarely happened that any one of these rose to the rank of "Rittmeister" in an active regiment. By the time he had qualified he would have passed the age limit and would, on mobilization, join a regiment of "Landwehr" cavalry. Finally, and when time and good living had blurred his cavalry silhouette, he would be relegated to the "Landsturm," the last ditch, as it were.

All reserve officers began life as soldiers of a privileged class described as one-year volunteers. There was no free will about their serving or not; they were under the same compulsion as other Germans, but they were allowed a choice of regiment and of their time of joining it. In both cases the choice was restricted. You had to apply early to the regiment of your choice and it was quite conceivable that the regiment would have none of you; it had to consider the future and the probability of your living up to the regiment's reputation—which was as much a financial consideration as anything else. Then again you were bound to join up either before or after taking your degree at University or Polytechnic. And this reveals the inner meaning of the one-year volunteer's privilege; he only served twelve short months with the colours while others not so placed served for three years in the mounted branches and two in the infantry. In the first instance this shortened term of service was an encouragement to learning; whosoever passed the high schools and qualified for an academic course, was raised above his fellows. It was obviously also a social distinction and any son of bettermost folk who failed to satisfy examiners had to serve the longer period and could never hope to rise to a commission in the reserve. While in the ranks these young gentlemen also

enjoyed peculiar privileges, which however could be withdrawn in case of misconduct. They had only a short taste of barrack life and then were allowed to "dig" outside. They were not unduly troubled with stables or any other dirty work, and shared a batman or two between them. They generally messed together at a restaurant, and if wise in their generation, made friends with the Mammon of Unrighteousness, in this instance embodied in the squadron-sergeant-major in whose keeping were comfort or discomfort.

During their one year of active service with the colours, these volunteers if of reasonably good behaviour, gained promotion to sergeant, as supernumeraries, and returned as vice-sergeant majors whenever called up, until they had qualified for a commission. A subaltern was detailed to instruct them in such things as belonged to a higher plane than the barrack square; he was also charged with the responsibility for their general good behaviour and soon discovered, if he had not found it out in his own case, that morals like everything else, according to Einstein, are subject to laws of relativity. As a matter of fact, the one-year volunteers of the 9th Hussars came from good families that had long been connected with the regiment, therefore they came not as strangers among us. Some were professional men, others were cultivators of the vine, a highly commendable occupation. There were one or two from the big Rhine-land industries, and none were too learned or too liberal for ordinary everyday use, so they fitted into the picture quite harmoniously.

(To be continued.)



ACCELERATED PROMOTION

As "Accelerated Promotion" has come to the fore so much lately, we make no apology for bringing to notice the following example :—

Joachim Murat (nicknamed by his troopers "The Golden Eagle") was born on the 25th March, 1767. He enlisted in the "Chasseurs of the Ardennes" at the age of twenty and was promoted Captain in the 12th Chasseurs, Lieut.-Colonel, and General of Brigade at the ages of twenty-six, twenty-seven and twenty-nine, respectively. Aged thirty-one he commanded the whole of the cavalry in Napoleon's Syrian campaign, and two years later as a Lieutenant-General, commanded the cavalry at the Battle of Marengo. In 1804, at the age of thirty-seven, he was promoted Marshal of France, Grand Admiral and Prince of the French Empire. In the following year he commanded the cavalry in the Ulm campaign. He was appointed General-in-Chief of the French Armies in Spain in 1808, and in the same year became King of Naples (aged forty-one). "By his valour he had risen from nothing to royalty." The sad finale to this record of rapid promotion was that Murat was court-martialled and executed at the age of forty-eight on 13th October, 1815. [ED.—*Verb. sap.*]



TO HALF-HEARTED ANGLERS

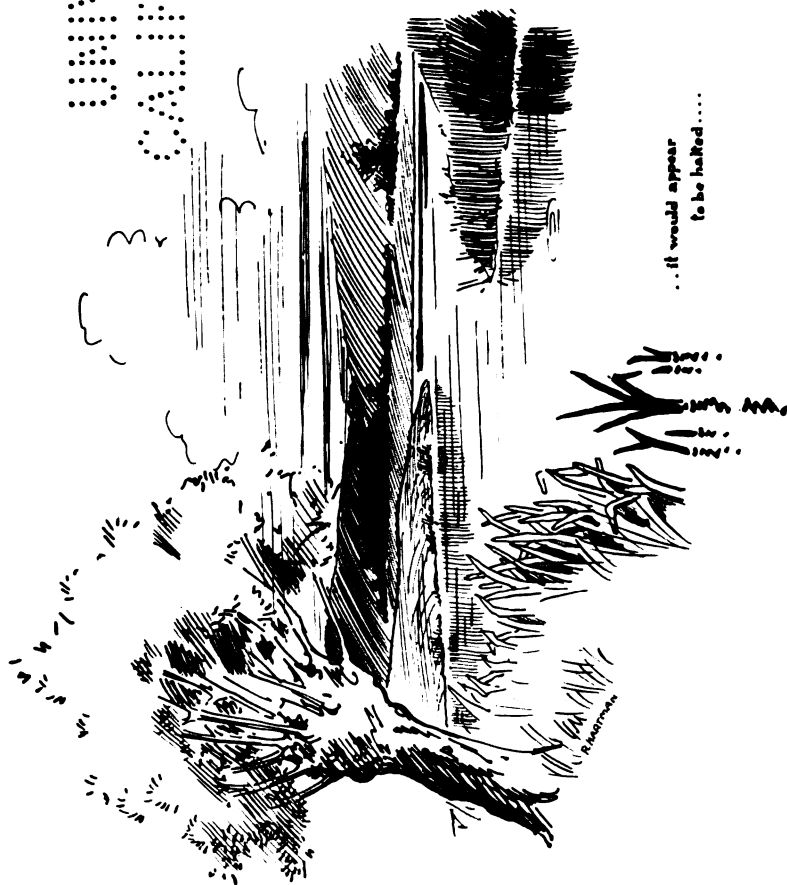
By K. G. W. S.

Most people who do not care about angling say that they do not possess the requisite patience for success, and, in saying that, it is evident that they have missed half the secret of its pleasures, for its value would indeed be small if it depended solely on the catching of fish, a matter demanding much skill if you attack the trout only with the fly (worms, bombs, nets, minnows and other pagan weapons being debarred) seeing that he knows at the start more about this insect than you are ever likely to learn.

And so these pages do not deal exclusively with the catching of trout, but with other matters as well which count equally amongst the pleasures of fishing. For instance, there is the journey to the river, the various stages which elapse between the arrival of an invitation and the moment when you first stand by the river's edge. To understand fully the pleasure of this experience you should live in some big city, in a house like the house next door, in a street like the street round the corner, looking through an office window at the window opposite. This being so, do not travel to your destination by car, your foot on the accelerator and your thoughts on the fish you are going to catch, for the new class of motorist demands your undivided attention and you have no faculties left wherewith to observe the passing of the scene, and this passing of the scene, this slow fading of one world into another world, is the chief delight of such a journey. Go, rather, to your destination by train, which is not only quicker and (except in France) safer, but admirably suited to serene contemplation, that attitude which all fishermen should develop. Look out of the window, then, and observe the landmarks which point the road to week-end freedom.

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UNION OF CALIFORNIA



...it would appear
to be halted....

Long lines of dirty buildings pass, uniform in their squalor of broken windows, pale unkempt childhood and washing out to dry ; stations busy with their own teeming populations flash by ; the train roars over bridges which span crowded, unknown streets ; houses change to villas each with its meagre, unobliging garden. Here lie the suburbs and beyond again old towns which have been absorbed by them, and so through country that is squeezed smaller year by year to the country which is really country, a land of lanes and sleepy hamlets, of distant spires and grey towers rising from clustering roofs, of cricket and village greens, of broad green vales where hounds run on and imagination rides a very Pegasus of a horse.

It is only a short way now to the junction where the train first stops and here you change for the concluding portion of your journey, slow and pastoral, drawn by an engine that by tradition goes backwards. Outside the station is the old family Daimler driven by the older family coachman, and so, by narrow roads where the smell of honey-suckle lingers, you come with dignity (except when the old coachman changes gear) to your journey's end.

It is dinner time when you arrive but you do not change as your host thinks the fish may be rising late and in the cool of the evening with the sunset yet flooding the sky with colour you wander through the park down to the river's edge. The expedition is chiefly of benefit to the dogs which always accompany your host in profusion. For such a mob they are well disciplined and when the fish are rising sit away from the bank in a patient row, but to-night the fish have decided not to rise and all the pack go hunting, except the spaniel who is asthmatic and nearly as old as the Daimler. As for the river, it is known to flow into the sea so it must move, but at the moment it would appear to be halted for the night, so still and pale it seems in the twilight with a myriad gnats dancing over its sleeping face.

The following morning you are called by the sun and not the footman, which is as it should be, and going to the window one by one can be counted the things which matter on a summer morning : cows lying under the trees, swishing their tails at

the flies, grimly determined not to move ; pools of mist in the hollows under the hills and a soft haze everywhere, through which comes the sleepy reiteration of the cuckoo. Round the corner of the house the gardener is mowing the lawn, while just below your window passes one of the terriers bound on a bone burying expedition beyond the garden precincts. It would be pleasant to remain here indefinitely watching the leisurely movement of summer, but as you are up you may as well be down, greasing your line and carrying out an inspection of tackle.

It is the beginning of the May-fly and if you are, happily, an indolent person where fishing is concerned you fish only when the trout are rising at the May-fly. No doubt the ardent angler who changes his May-fly for an olive or an iron-blue, as the occasion demands, will catch a greater number of fish, but it is just as pleasant to sit still instead and catch nature unawares. That is where the fisherman gains over other people. Anyone can hear a cuckoo or smell the garden, or see the sun going crimson over the West, but to watch the animal world off its guard you must go to the river's edge. Here—but you must sit still—you can see the young water-hens venturing on their first swim, while nervous watching mother squats in the rushes, one eye on her nursery, one eye on the world ; you can observe the water-rats as they dive and swim and climb the bank to scratch their noses, while over-head in the willows the pigeon come lurching to rest. Continue to sit still and the young bullocks, who have been slowly grazing their way towards you will suddenly come upon you and, after a somewhat uncourtly stare, blow enquiringly in your face and, finding that you are not an edible, move on elsewhere. Here, too, you can follow the jewelled flight of the kingfisher, that exasperating bird that cannot come to rest, wondering where his nest might be, or where, if he has time to stop, he goes to roost.

On this particular morning, the stable clock has struck eleven before any sign of life appears on the river and then suddenly the first May-fly appears aimlessly and quite aimlessly disappears and soon more May-fly come riding by and

upstream the first fish rises with a quiet swirl and just as you are about to start fishing from beneath your very feet a thick black shadow glides slowly clear of the weed and, as it turns, the sun momentarily changes shadow into a thing of silver, brown speckled, spotted with vivid red. A two-pounder! and the sort of fish that would not move from his hidden larder so well stocked with bottom feed were he not starting out on his annual orgy. Slowly he passes up stream deviating from his course to rise at two fly and then on again towards his destination, beneath an old willow which has grown bent with years and now sprawls all over the water. Here, round and round, with a fin sometimes above the water, he eats his leisurely way. You count fifteen fly to his credit before rapidly putting on a fly of your own—rapidly because with the best will in the world the capacity to gorge must have its limits.

Fortunately there is one place on his circuit where the fish leaves the shelter of the tree and passes through open water, and here if you wait until he has passed, it is an easy matter to cast, for a bad one can be retrieved, and if it is a good cast the fly has only to sit still while you bide your time. A good cast, however, it is, and having drawn in a little slack line, the rest is so to speak “up to the fish.” There is one moment of anxiety when the fish halts and actually considers your beautiful imitation, for though greedy he is also very old; but greed wins and as almost imperceptibly he breaks the surface of the water you strike. There is a splash, a turmoil of water and downstream he dashes towards you leaving a length of slack line that no hand can reel in fast enough. Happily weed-cutting has only just been finished and in the interval before the line can be drawn taut he has found no stout rush stem or sunken log round which to anchor himself. So zip goes the reel as off he panics again, this time to some hole beneath the further bank. Here follows a tug-of-war as fish once inside their hiding places have a knack of staying there, and at the moment he is only on the door step. Presently he comes sulkily back into the street and attempts a roll in the grayling manner as you try and bring him to the surface, then

makes for the bottom of the pool, tugs madly two or three times and suddenly surrenders, swimming into the landing net as though apologising for giving so much trouble. You refuse his apology and giving him two smacks over the head, release the fly and take out a pocket weighing machine. He is a deep fish, small headed and in perfect condition, a model of what a trout should be, so it is not surprising to find that he weighs just over two and a half pounds and that you had under estimated him. This is a good beginning and if angling was always like this there would be no half-hearted fishermen.

In angling, however, as in golf, there is more rough than fairway and a hole in one under bogey is often only the prelude to a lost ball. A hundred yards above there is a place where ambitious anglers go, a place where there are always heavy fish for they are very seldom caught. They shall be caught to-day you think and walk on to put your intention into execution. This is a spot where the river narrows and low hanging trees and bushes grow along the further bank which shelves forward into a deep continuous pool. In mid-stream there are shallows and the current runs quickly. It is a tricky place to throw a fly, for unless the trout rise at once a dragged line is inevitable. Therefore to be successful not only must a highly scientific cast be made but the fish must be really on the feed, and this latter condition is the exception rather than the rule. For the fish in this reach seldom move but remain in the shallow water under the trees, occasionally opening their mouths at something which may be some form of gnat but is quite invisible to the naked eye. But to-day they are feeding in that magnificent manner so reminiscent of your uncle the General, who emerges once a year from his doctor and dyspepsia to attend his regimental dinner. The whole water is ringed and churned giving the impression that all the trout in the river have gathered here, whereas in reality there are not more than four or five, only being very large old men and permitting themselves a rare indulgence they are feeding in a noisy, rather vulgar manner. So much the better for your chances, and, kneeling in the long grass a little away from the bank, you

throw the cast of a life-time. Right under the trees it lands just above where the gnarled roots of an alder dip into the water. Here, just behind the right hand root is a desirable bachelor residence, where a notorious character has lived for a number of years. Just outside his front door you can see the faint shadow of an immense head and twice in the last minute it has tilted itself a fraction and a fly has disappeared. Unfortunately for your beautiful cast two other genuine flies land almost simultaneously within a foot and it is to them that the old fish moves out and then, with a brief show of his immense tail, returns to his position. Meantime the current has started "drag," and having withdrawn your line with speed and skill, a second cast of much promise is half way there, when you suddenly become aware of a blackthorn. Trees on the river are like bunkers on the links. One is prone to forget them until one is in them. High up in this one, fluttering in the gentle breeze, your May-fly dangles, the cast tied securely to the late blossoms. A few experimental tugs hold no promise of release by violence, and laying down the rod you reconnoitre the base of the tree. It can be climbed with care and sufficient disregard for pain; so an ascent is made and presently fly and cast flutter to the ground. From above the trout can be seen still feeding, to all appearances undisturbed by your troubles.

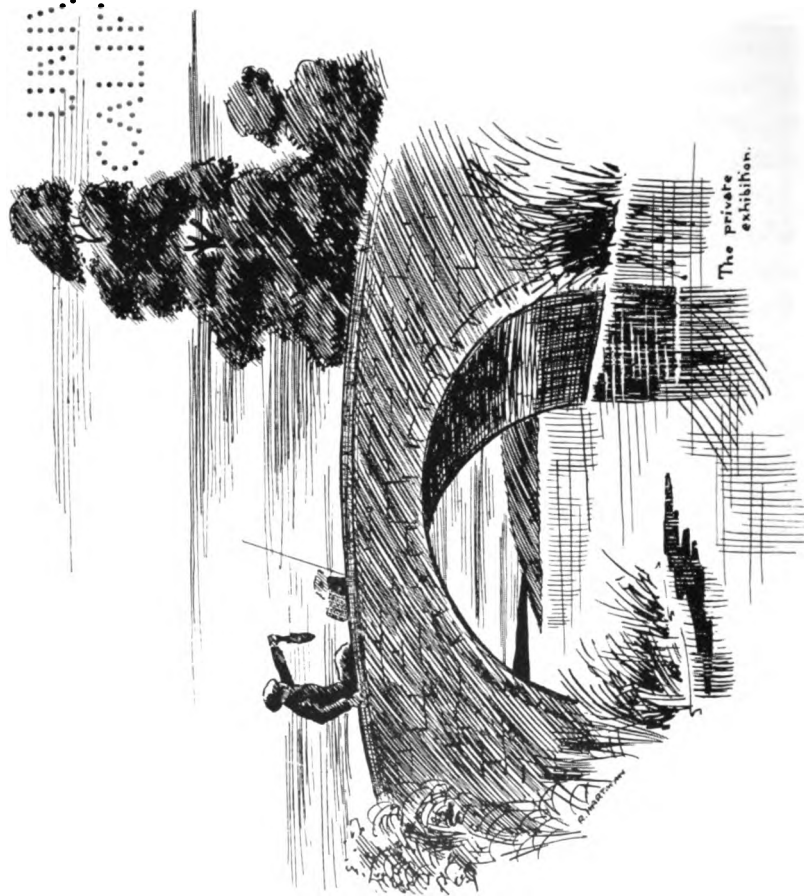
Your hands are cut a little and somewhat unkindly, as you descend, the ashes from your dead pipe tip into your eye. A moment later your descent is considerably quickened by the breaking of a branch and you land in as fine a crop of stinging nettles as a wet spring and hot summer can produce. At this point the half-hearted fisherman is apt to become quarter-hearted or without heart at all. This is surely a mistake; for you might have fallen into the river instead or even broken a leg, whereas you are intact. Moreover, seen from the proper angle, it is extremely interesting to note how even on the hottest day the beasts of the field fully enjoy any spectacle which changes the dullness of their existence and your meditation in the nettles, brief under any circumstances, is interrupted by the arrival of three cart horses at the gallop and all the

cows that the field contains. Cows, like the very poor, are keenly interested in anything which breaks the monotony of their life and your downfall had all the makings of a good accident. No police are present to clear the crowd but the miller lives near and owns a white terrier which arrives as quickly as his small legs and the necessity of barking will permit him. Cows and terriers never have got on, and the disturbance grows in intensity until the dog has been chased away by the cows, who in their turn have changed direction and been followed by the dog. The battle moves inland and only the three cart horses remain. They are all grazing and one is standing on your rod, while not a sign of fish disturbs the silent pool beneath the trees.

Now any ordinary person with his eye full of tobacco ash and hands full of thorns might justifiably feel annoyed ; and if he was stung from head to foot with nettles as well he might and probably would utter an oath or two. And so, with absolute propriety, may you. For you have ceased to interest the dog (the only animal likely to understand you) and there are only the trees to hear. So swear on and remember, while with a dock leaf round one hand you extract the thorns from the other, that fishing is a pastime where a man may suffer indignity without being seen and thereby you are spared the feelings of the man who jumps the fence and leaves his horse behind, or the man who walks a hundred yards to the wicket only to return at the conclusion of his first ball, or the man who misses his drive completely at the busy golfing hour on Sundays, or any of those other mortifying situations which occur in the presence of a crowd and criticism, and not, as in your case, simply in a quiet valley inhabited by creatures who, whatever they may think, cannot put their rude opinions into words.

The morning by now has wandered into afternoon and the time, you are surprised to see (fishermen are always surprised by their watches), is after two. Sandwiches and beer having been provided, it would be impolite to disregard them and a smack in the face of Hope as well ; for after a meal everything seems more promising, and after this particular meal every-

THE CAVALRY



thing in the river seems yours for the taking. This is no delusion for by the evening eight fat fish lie in your basket, two of your good May-fly lie in the weeds, one in an immense fish that you never really saw, but by the way he broke the line must have been the biggest ever hooked in the river, and several others nestle in the trees on the further bank. There was little wrong with the morning, nor for that matter with the afternoon, but neither of them can compare with the hour of laying your fish out for inspection, the private exhibition, opened, visited and closed only by yourself. It is held on the Roman bridge, and the Roman bridge is only just below your host's house. This is a drawback, for it is so old that it has outlived the very road that gave it birth and should have earned by now complete freedom from the restrictions of time. And yet as you sit there, gazing into deep waters, tinged with gold sunlight and dappled with shadows of ancient elms, clearly, unmistakably comes the sound of the gong. No good affecting to disregard its summons for you have been warned that when it sounds it means that the dinner is almost spoilt, the butler frowning in eloquent silence, the cook on the point of giving notice and nothing but your return can save the domestic situation. You count again your noble fish and return them to your basket and at that moment two fish who have not risen for five years start feeding with reckless abandon. They will not rise again for another five years. How well you know it. But the gong has gone, the last final gong which no man can afford to disregard, and quickly you pass through the twilight towards where the lamp shines a welcome through the open windows of the dining room and silhouetted against the background sit the figures of your host and hostess. You hasten on, they greet you, they make enquiries, you give information, they interrupt you and tell you not to change, you say you wont be a moment but you must wash—and so to dinner. And after dinner, over the port—but that is a subject for writers by itself! “The Day's Sport over the Port,” or “Truth and its Relation to the Angler”—wonderful moments when the imagination feeds more greedily than the trout themselves,

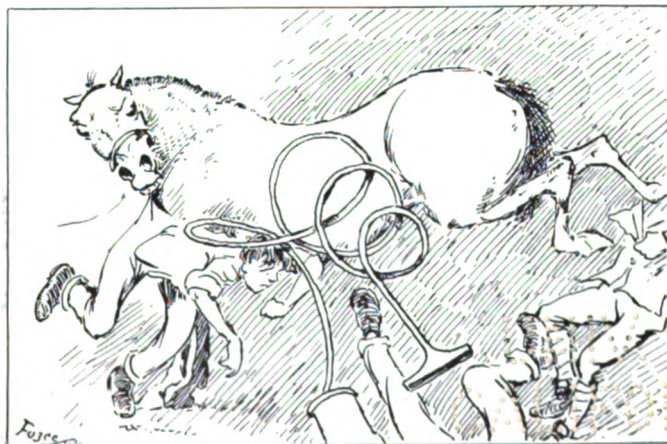
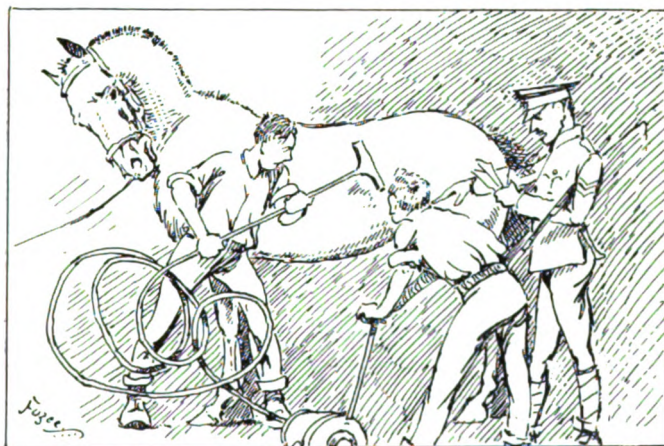
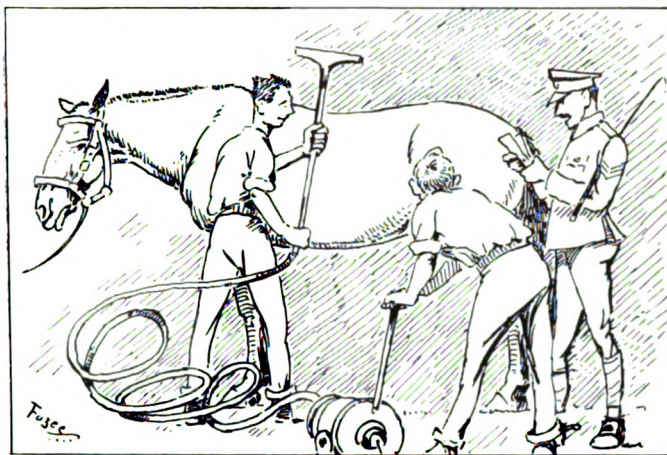
when past encounters become mighty battles, and lost fish catastrophes that would have broken any heart but your own. That, indeed, is the moment, for your host will not dispute your statements. He will only congratulate or commiserate and refrain from calling you a liar—for does he not know his own river?—until you are gone.

Monday comes. Nothing can postpone it, even though by staying up talking till two in the morning you have made Sunday last longer. Monday comes, a day that exasperates you with all those same beauties that wooed you two short days ago, and the Daimler comes (would that it might break down) and the sleepy train comes (would that it might miss the main line connection) and the hamlets and distant spires and green vales and hazy distant hills fade away as the express goes rejoicing on its offensive way, which leads finally to the house like the house next door, in the street like the street round the corner, with the window—but you know all that. What you do not know is where exactly the kingfisher nests above the mill and whether the trout that broke your line really weighed five pounds or only four and a half, and whether the cook withdrew her notice when she heard that you had left the fish that had not risen for five years. Some of these things at least your host can answer and perhaps those that he cannot he may request you to solve for yourself at some later date—that is if he really believes you are a whole-hearted fisherman.



THE VACUUM CLEANER

A question has been asked in Parliament whether the use of the Vacuum Cleaner for grooming horses has been considered.



THE HORSE'S ANSWER!!

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THE MOTTOES OF THE CAVALRY

II

By EDWARD FRASER

"SECOND TO NONE": THE MOTTO OF THE ROYAL SCOTS GREYS.

"SECOND to None," the words in English, was first officially authorized as a motto to be borne on the standards and appointments of the Greys in response to a Submission to Sovereign, approved by H.M. Queen Victoria in October, 1838. It was seven months after Her Majesty—on 13th March, 1838—had sanctioned the Scots Greys bearing on the guidons the badge of the Eagle in commemoration of their Waterloo trophy, which badge had hitherto appeared only on the uniform buttons. At that time the official style of the regiment was "2nd or Royal North British Dragoons." It was altered to 2nd North British Dragoons (Scots Greys) in July, 1866—the first appearance in the Army List of the name Scots Greys—and was again altered to 2nd Dragoons (Royal Scots Greys) by Queen Victoria on 3rd March, 1877, at the same time that the style Scots Fusiliers Guards, a title first given by King William IV, was altered to Scots Guards, and 21st Royal North British Fusiliers to 21st (Royal Scots Fusiliers). The present style "The Royal Scots Greys (2nd Dragoons)" was authorized by A.O. 509 of November, 1920, and came into being on 1st January, 1921.

In the case of the Greys, according to regimental tradition, the motto, worded in Latin in accordance with the fashion of the time, was originally adopted in 1715, when the Scots Greys were first numbered as the 2nd Dragoons. The reason would appear to have been in consequence of the numbering. When regiments (both cavalry and infantry) were first numbered, or given "rank" or order of precedence in 1694, in William III's reign, the Royal Regiment of Scots Dragoons, their first title, were numbered as the 4th North British Dragoons, that number being assigned according to the date of their first

crossing the Border into England, in 1685, at the time of the Monmouth rebellion. In Queen Anne's reign, in 1713, after the Peace of Utrecht, when a number of regiments raised for Marlborough's campaigns were disbanded, there was a general re-arrangement of the "ranks" or numbers of several regiments, under which the Scots Greys were moved up to the place of 2nd Dragoons. They had been permanently incorporated with the British Army in 1707, on the merging of the Scottish military and naval establishments under the Act of Union. They claimed in 1713—when at the close of the war they were regularly quartered in England—to have been raised in 1678 as independent companies and regimented in 1681, at which date the Royals, or 1st Dragoons, were still known only as the "Tangier Horse," and were serving in Morocco as separate companies of dragoons, which were not regimented as the 1st Royal Dragoons until their return to England in 1684. Thus the Scots Greys, as a complete unit, were actually three years older than the Royals. In 1713 the Scots Greys raised the point as to their seniority as a regiment on the establishment of the British Army before the Board of General Officers, who settled the precedence of regiments in 1713. These gave their decision after some hesitation and delay, basing it on the fact that the "Tangier Horse" returned to England and were regimented in 1684, whereas the Scots Greys did not make their first appearance in England until a year later, 1685.

According to the Royal Warrant of 1751 (referred to in the previous article in the last number of THE CAVALRY JOURNAL), the Greys were entitled to bear on their standards the motto of the Order of the Thistle, "*Nemo me impune lacessit*," together with, as the regimental badge, the Crowned Thistle badge of the Order. Two ancient standards exist in private possession of a descendant of an old officer of the Greys, General Sir David Horne of Wedderburn, who entered this regiment as cornet in 1754 and served in it for between thirty and forty years, finally as Lieut.-Colonel commanding. Each standard bears Latin words equivalent in meaning to "Second to None," in addition to the aforesaid "*Nemo me impune*

laccessit” motto of the Order of the Thistle. One standard has on it “*Secundum Nullis*.” The other has “*Nec sunt tibi Marte secundi*.” At the present time, of course, the Latin motto “*Nulli Secundus*” is the historic and challenging motto of the Coldstream Guards. The words, in themselves, are classical Latin, quoted from a passage in Livy.

To conclude with this extract from the Standing Orders of the Royal Scots Greys (1910). “‘Second to None’ is the proud motto of the Greys, and every individual, whether officer, non-commissioned officer or private, should remember that on him personally rests a share of the responsibility of keeping up the name of the Regiment.”

“*NEC ASPERA TERRENT*”: THE MOTTO OF THE 3RD THE
KING’S OWN HUSSARS.

“*Nec Aspera Terrent*” is the motto of the House of Hanover, accompanying the ancient Hanoverian Electoral Badge—the White Horse of Westphalia. The heraldic cognizance and motto were granted to the regiment, as the 3rd Queen Consort’s Own Dragoons, by George I in 1715, in recognition of its part in overcoming the Jacobite Rising under the Earl of Mar in that year. All regiments, horse and foot, engaged in the campaign were granted the White Horse badge, some with the motto, some without it; apparently at His Majesty’s pleasure. King George I also changed the style of the regiment to King’s Own—there being no recognized Queen of England at that time. His ill-fated consort had for years been a prisoner, in close confinement for alleged infidelity, in a castle in Hanover. All hitherto existing Queen’s regiments, Horse and Foot, had their titles changed in like manner on King George coming to the throne of Great Britain in 1714 for the same reason. The Navy also, it may be noted by the way, had their example of His Majesty’s resentment against his unfortunate wife, by having the name of H.M.S. “Queen,” the crack first-rate of the day, changed to H.M.S. “Royal George,” the first man-of-war of the famous series. “*Nec Aspera Terrent*,” has ever since appeared officially as the

motto of the 3rd King's Own—in the Royal Warrant of 1751, and in the Army List from the first published issue.

“ MENTE ET MANU ” : THE MOTTO OF THE 4TH QUEEN'S OWN
HUSSARS.

The official authorization of the motto of the 4th Hussars, “ *Mente et Manu*, ” was first notified in Army Order No. 157, July, 1906, in the following terms :

“ H.M. the King has been graciously pleased to approve of the 4th Queen's Own Hussars being permitted to adopt the motto ‘ *Mente et Manu*. ’ ”

It was really a re-adoption with Royal sanction of a motto that the regiment, as the 4th Dragoons, had possessed for certainly considerably over a hundred years. King Edward's approval of its formal and official adoption was the result of a Submission laid before the Sovereign by the then commanding officer in June, 1906. In that it was claimed that the motto had previously been granted and recognized officially, but that the records had been lost. It was stated that in 1848, Mr. Cannon, then Chief Clerk in the Adjutant-General's department at the Horse Guards—the compiler of the well-known series of official regimental histories published between 1830-1850—informed Lord George Paget, then commanding the 4th Hussars, in a letter that “ he had ground to apply officially for permission to continue to use, or resume, the Motto.” The Submission to King Edward further set forth that on an existing guidon of the regiment, one of a set presented in 1818 when the 4th Dragoons became Light Dragoons, the motto “ *Mente et Manu* ” was emblazoned. The guidons of that year, however, had apparently not passed through the hands of the then Inspector of Army Regimental Colours at the Herald's College. The motto, it further stated, was on record as inscribed on pieces of old regimental plate possessed by the 4th Light Dragoons. It was also known, so the Submission of June, 1906, stated, that in the Light Brigade action at Balaclava in 1854, the regiment charged with the motto “ *Mente et Manu* ” as their slogan or battle-cry.

Other reasons for the restitution of the motto that were adduced were that, in 1807, the then commanding officer had made an official report to Mr. Naylor, of the Herald's College, the Inspector of Army Colours, to the effect that the regiment had long possessed and used the motto and that authority for so doing had previously been obtained.

Previous to Mr. Naylor's appointment in 1801, as Inspector of Army Colours, it should be said, no such official post existed. Except Inspecting Generals, who were usually without any information or knowledge on the subject, there was no one in authority qualified to attend to, or supervise, such matters. All the Inspecting Generals were called on to do, and did, was to make note on their reports to the War Office of the date when the Standards and Colours on parade before them were presented, and to mention whether they were "Good" (i.e., still serviceable), "Bad" (i.e., ought to be replaced) or "Wanting Repair." What was on the Standards and Colours, in the way of design, or badges, inscriptions, or mottoes, was never referred to—all that was no concern of or interest to anybody outside the regimental colonels who provided the Standards and Colours.

The motto "*Mente et Manu*," the Submission of June, 1906, said in conclusion, had been on the last guidons that the regiment bore while Light Dragoons, when the guidons were permanently laid aside in 1861, on the 4th becoming Hussars. By some oversight apparently, the motto was not transferred to the regiment's list of distinctions and battle-honours cited in the Army List and placed on the appointments. Thus it had ceased to be officially recognized—though never lost sight of in the regiment—and its reinstatement as the accredited regimental motto was asked for as of right. As said at the outset, King Edward at once acceded to the request, and ever since July, 1906, "*Mente et Manu*" has appeared in the Army List.

(*To be continued.*)

A SQUADRON ON ITS OWN

By MAJOR H. STRACHAN, V.C., M.C.

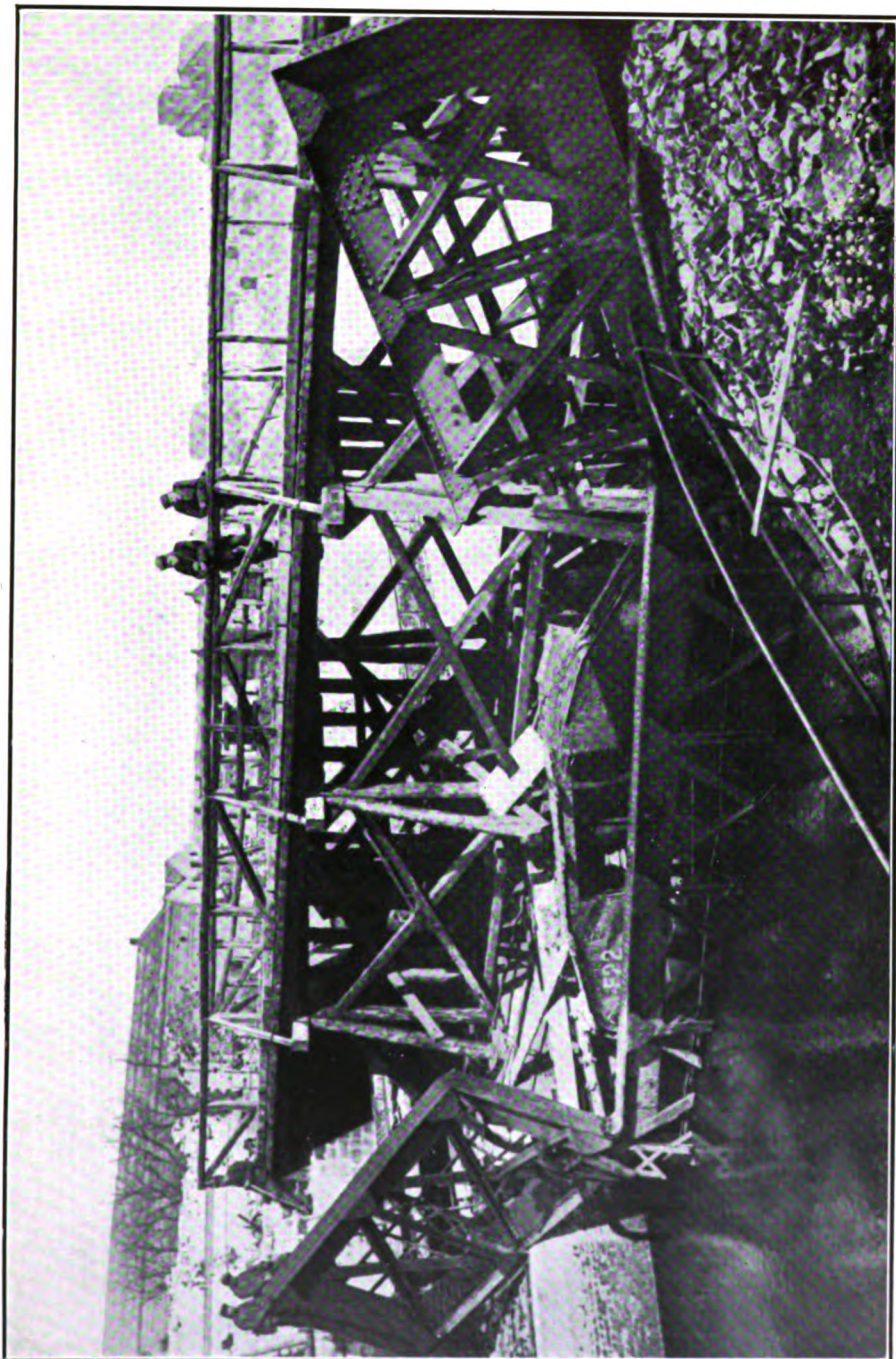
late The Fort Garry Horse

A GREAT deal has been said and written about the action of the Cavalry Corps at the Battle of Cambrai in 1917, but the following story is, I think, the first accurate account of the action of "B" Squadron, Fort Garry Horse, Canadian Cavalry Brigade. My reason for writing this article is, because I feel sure that the experiences gained may be of use to some of those keen young cavalry students, who may or may not have had the opportunity to visualize the effect of war conditions on carefully pre-arranged plans. In other words, during actual war, there are always "circumstances" turning up which "alter cases."

Raison d'être.

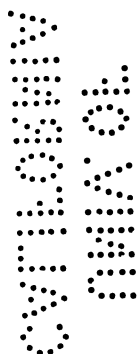
The details of the Battle of Cambrai, in so far as the fact that the infantry and tanks were to make a gap through which the cavalry were to go, is concerned, are too well known to be worth repeating; suffice it to say that the *role* of the Cavalry Corps, as given in 5th Cavalry Division Order No. 43, dated 18th November, 1917, was as follows:—

3. "As soon as the Infantry has secured Marcoing and Masnières and the Beaurevoir-Masnières line, the Cavalry will push forward to surround and isolate Cambrai by:
 - (a) Seizing points of tactical importance and blocking all exits from the town.
 - (b) By cutting the railway communication running into Cambrai."



(German photograph)

BRITISH TANK AT MASNIÈRES BRIDGE



Each cavalry division had, of course, its own special route of advance, and the 5th Cavalry Division detailed the Canadian Cavalry Brigade with attached troops, as advanced guard under Brig.-General the Right Hon. J. E. B. Seely, C.B., C.M.G., D.S.O. Their route lay through Gouzeaucourt and Lavacquerie, crossing the bridges over the Escaut River and St. Quentin Canal at Masnières—thence to “push forward with the utmost vigour and seize their objectives.” The Fort Garry Horse, commanded by Lieutenant-Colonel Paterson, D.S.O., was detailed as advanced guard to the Brigade.

Everybody was worked up to an intense pitch of training, and every man in the Brigade was given all the information possible whilst previous intensive training in demolition and destruction of wires and communications had been carried out.

As we now have the general idea of what was intended, it will easily be seen that, the whole success of the cavalry action depended upon crossing the river and the canal. It is ancient history now that a tank crossing the Masnières bridge crashed through* and as this prevented the cavalry from crossing, the “show” was practically called off.

The disappointment caused by the cancellation of the orders owing to the mere breakdown of a bridge, was very great, all the more so as this was the first real chance of cavalry action since Mons. Judging from what one single squadron did, what could five cavalry divisions not have done?

Canadian Cavalry Brigade Operation Order No. 48, dated the 19th November, 1917, contained the following:—

“Special instructions have been given to Captain Campbell’s Squadron, F.G.H.”

The *Special Instructions* were:—

“Headquarters, 5th Cav. Div.,

18th November, 1917.

Instructions to O.C. Special Mission Squadron, Canadian Cavalry Brigade.

The Canadian Cavalry Brigade will detail a Squadron for the following special and independent mission:

* See photograph taken by the enemy.—ED.

- (a) Capture the hostile Corps Headquarters reported to be located at Escaudœuvres, by blocking all exits to the S.E., E., N.E. and N.W., from that place ;
- (b) Reconnoitre the crossings over the Canal L'Escaut between Eswars and Morenchies, both inclusive.

The Squadron will march immediately in rear of the Advanced Guard of the Canadian Cavalry Brigade and will be sent through the Advanced Guard immediately after crossing the Canal at Masnières.

The Squadron will rejoin the Canadian Cavalry Brigade when that Brigade reaches the line Tilloy-Cuvillers-Thun Leveque and must be prepared to be detached until dark.

Reports are required on the following points :

- (1) Whether bridges at Eswars and Morenchies are intact ;
- (2) The position and capabilities of any other crossings between those two places.

These reports will be sent direct to Divisional Report-Centre through Canadian Cavalry Brigade.

(Signed) W. T. HODGSON, Lieut.-Col.,

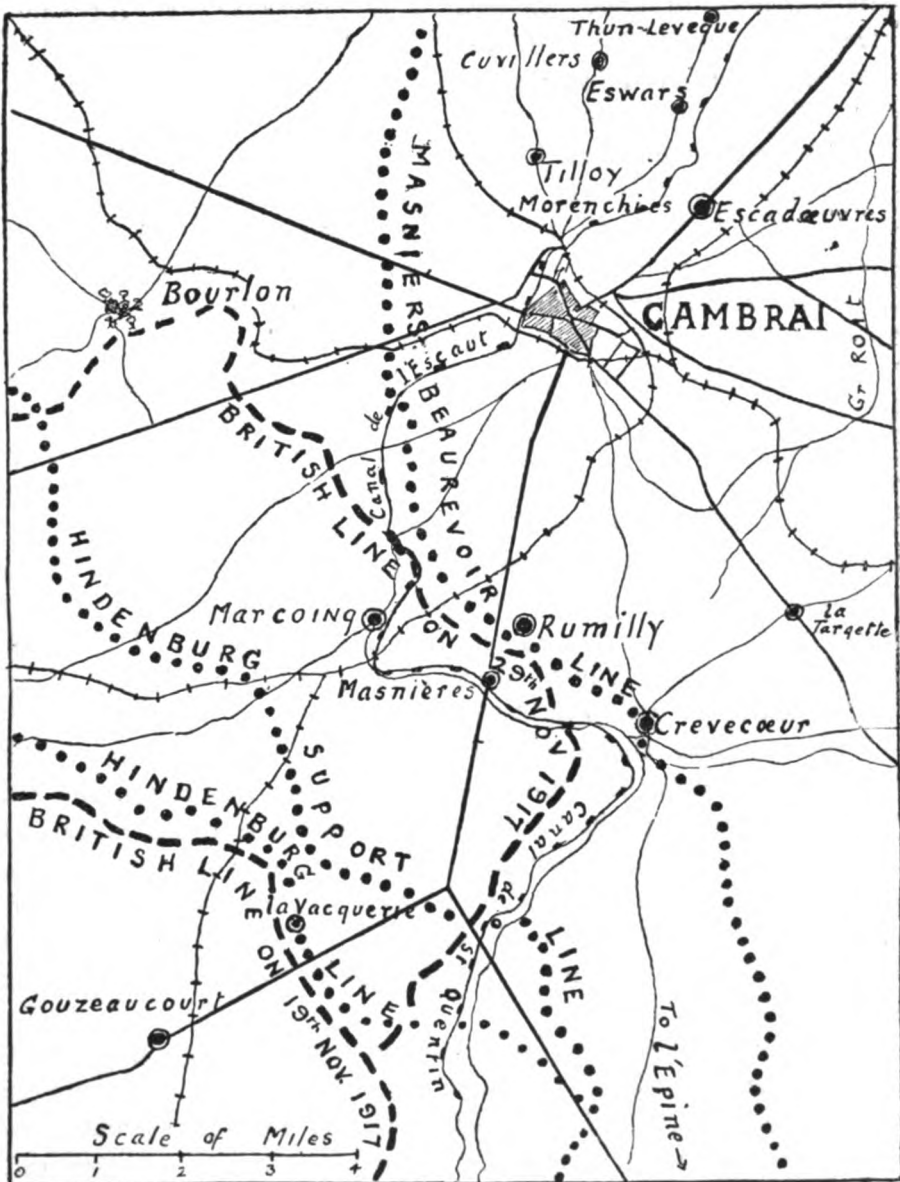
G. S.

5th Cavalry Division."

In addition to the above, the whole matter was talked over very carefully with Captain Campbell. I remember that one of my tasks as second in command, was to be personally responsible for the German Corps Commander, if we captured him. I wonder if he was fat and if he had a red nose.

The Action.

Our Squadron, "B," was second squadron in the order of march and everything went well until we reached the south-west edge of Masnières. Everybody was in high spirits, the squadron being a picture, up to strength with four officers, 129 men and 140 horses, with everything polished and burnished as if for the general's inspection. One might well be proud of it.



At 1.39 p.m. the 88th Infantry Brigade reported that it had reached its objectives and that the tanks were crossing the Masnières bridges. General Seely now ordered the advanced guard regiment forward, and it was here that our first casualties occurred from artillery and machine gun fire round the village.

The advanced guard crossed the bridge over the River Escout, but on reaching the bridge over the St. Quentin Canal, found that it had given way or had been blown up just as a tank was crossing over. To repair it was an impossibility, as there was a 20-foot span and the whole was under machine-gun fire. Reconnaissance parties were sent out and about 1,000 yards south-east another bridge was found. Major J. K. (Tiny) Walker, D.S.O., M.C., gathered together some men, and with personnel from his machine-gun squadron made the bridge passable for cavalry. Lieut.-Colonel Paterson gave the order to "carry on," and the squadron, taking horses in single file at a distance, crossed the bridge, which was under fire and very precarious. Several men fell into the canal and a number were drowned, but by the blessing of Providence and the versatile "Tiny," we reached the other side and away we went at the gallop at 3.45 p.m.

We reached the infantry where they had captured the German trenches, but while cutting a passage through the old German wire, Captain Campbell was killed and the command fell upon me. With a few ground scouts as our only protection, we left the infantry behind and proceeded at the gallop about due north in line of troop columns. Up till now we had suffered quite a number of casualties, losing several with Captain Campbell.

The next obstacle to be encountered was a long camouflage screen running along the side of the Crevecoeur-Masnières road, which had evidently been erected by the Germans to screen lateral movements up and down the road. The ground scouts were unable to cope with it by themselves, so a party of men from the nearest troop dismounted and cut a gap. Here the value of previous training was exemplified, for on

one word of command each troop passed through the gap in the correct order and reformed "line of troop columns" on the further side without the slightest semblance of confusion or noise.

The squadron now proceeded up to the high ground, east of Masnières, and on gaining the ridge, came face to face with a German battery of four guns about 300 yards away. Fortunately swords had been drawn before crossing the bridge and the squadron charged the guns, each troop column converging on them. It is interesting to note that one gun continued to fire until the last and those gunners probably escaped owing to the difficulty of reaching them, whereas the remaining gunners, who ran away as soon as we appeared, were satisfactorily accounted for almost to a man. We found out afterwards that the capture of these guns had been a great help to those in the rear as the shell fire round the bridge had been caused by them. Whilst charging the guns we were fired on by machine guns, but these also ceased fire when the guns were taken.

Up to this point no opposition had been encountered from German infantry. The trenches marked on the map were merely "spit locked" (dummy) and there was practically no wire, but there were a few concrete "pill boxes" completed and machine guns firing from them.

It will be noted that according to orders we should not have crossed the bridge until after the vanguard squadron had crossed, but for some reason we were in front and fully expected that not only the remainder of the Brigade, but also the whole Cavalry Corps were close behind. Had we been second squadron we should have escaped the bulk of the casualties, and being on a special mission we should not have been drawn into fighting such as the charging of the guns; as it was, the whole action was forced on us and we suffered a great many casualties which would normally have been shared by the vanguard squadron.

German infantry were now observed retiring in great disorder in the direction of Rumilly, and the squadron rode

right over them as they discarded arms and equipment right and left. They offered no opposition, but they protected themselves as well as they could by lying down or hiding behind piles of rubbish, etc., where they could not be reached with the sword. Batches of from fifty to a hundred put their hands up, but the squadron could not stop to collect them, as we still thought, as we did on reaching the guns, that they would be "mopped up" by the cavalry following along behind. After passing them, there was no opposition at all; everything was in the wildest confusion and there was every indication of a demoralized retreat on the part of the enemy. We still had quite a long way to go to complete our mission (Escaudœuvres, six or seven miles) and we were still confident that the remainder of the cavalry would complete the rout.

The horses were brought down to a walk, small reconnoitring detachments were sent out and the squadron moved in a north-easterly direction, leaving Rumilly on its left flank with the intention of avoiding further action and saving ourselves for our own little "show" at Escaudœuvres.

The enemy machine gunners, now in our rear must have seen that we were not supported, as we now came under fire again. Evidently they had removed their guns from the "pill boxes" in order to fire to their rear. However, they did not have any material success.

On reaching a sunken road at a point about midway between L'Epine and Rumilly the squadron was halted for a short rest, and a message was sent back to Brigade stating the point we had reached and that we were proceeding on our mission. Two gallopers were sent with this message and one got through, but that was the last we heard about it. A hurried inspection was made and the squadron was found to have suffered severely, more so than had been anticipated. Only forty-three men and horses were left, all the pack horses were lost, several men had minor wounds and all the horses but seven were found to be wounded, many were exhausted and several actually dropped dead while we were going around looking at them.

Dusk was approaching and although we were on the direct line of advance of the Brigade, no support was anywhere visible. A diversion here occurred by somebody capturing a prisoner. Although the latter appeared to be only too ready to tell us all he knew, he did not appear to know anything useful, so he was not of much use to us.

The patrols we had sent out returned reporting nothing unusual from the north and west, but from the east, a party of Germans about a company strong was reported advancing along the road, on which we were halted; later on, these Germans attacked us, but after a stiff fight we succeeded in driving them off.

Two parties were detailed to cut wires, telegraphs and any German communications that could be found. A great deal of this was accomplished and a power line apparently running from Rumilly to La Targette was cut, one of our men, unfortunately, being electrocuted during the operation.

It now commenced to get dark and no support could be sighted anywhere. In the meantime, two German battalions were observed moving out from Rumilly and taking up a position somewhere about where we had charged the guns earlier in the day. Thus we were now completely cut off. In addition, long columns of motor lorries (which, incidentally, had no tyres and made a terrific din) were moving down the road from Cambrai to Rumilly all loaded with troops.

A conference of all ranks was called to explain the situation. The German infantry whom we had driven off had established piquets all around us—we were unsupported—and it was nearly dark. Owing to the condition of the horses, several more of which had died, we were reluctantly forced to abandon, as being utterly impossible, any further idea of completing our mission. A few voiced the opinion that to surrender was the only course left, but after considering that everything was really in our favour, i.e., that it was dark—that the Germans were in total ignorance of our whereabouts—that everything was disorganized and that any enemy we might meet would be fresh troops groping in the dark around positions

which they had never seen, it was decided to stampede the horses in the direction of the German piquets that were watching us and rejoin the Brigade on foot. We had inadvertently allowed our prisoner to listen to our deliberations and as he understood English, we had to take him with us.

The stampeding of the horses was a total failure, as the poor brutes had not even enough life left in them to run. They just roamed off in the darkness, while we started back on foot.

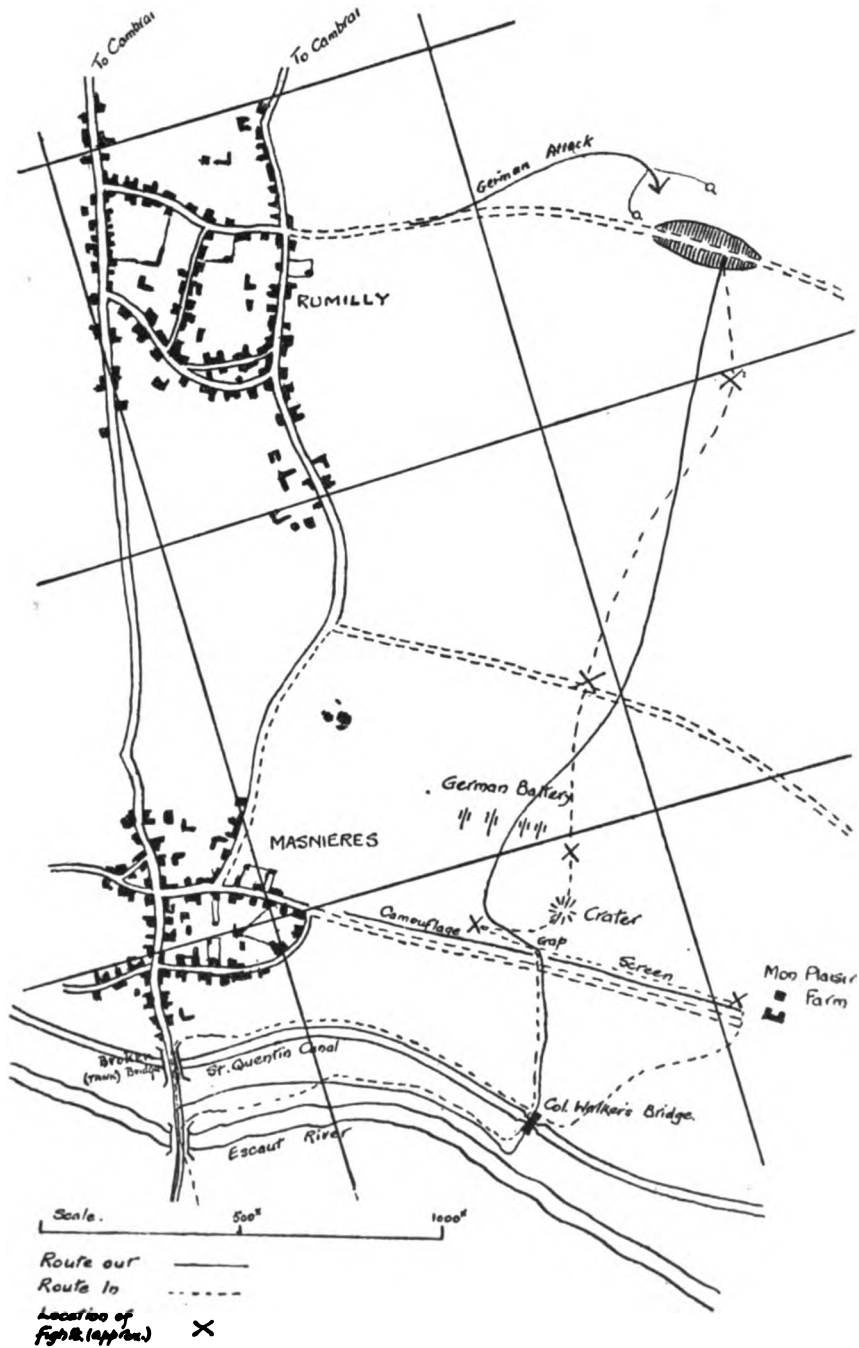
The Return.

The return of the squadron, or what was left of it, was of necessity very cautious, as any surprise meeting with Germans had to be in our favour, and above all there was the chance of being shot down by our own troops when nearing their position. It was arranged that any enemy encountered were to be charged vigorously in the hope that resolute action would give them a false impression of our dwindled numbers.

Quietly giving the German piquets the slip, we moved back in the direction whence we had come ; three times before reaching the camouflage screen which we had traversed earlier in the day, parties of Germans in varying strength were encountered as they were moving apparently into defensive positions. There were no means of ascertaining their numbers in the darkness but they were in every case completely surprised and unprepared for our rushes with the bayonet, and our success was out of all proportion to the numbers engaged. Rather unfortunately several prisoners were captured, all of whom had to be taken with us and this rather hampered our movements.

On reaching the vicinity of the camouflage screen a large crater was found where the squadron was halted and everybody being totally exhausted was allowed to sleep for an hour. Lieutenant Fleming and myself shared sentry duty. By this time it was raining, making it thoroughly miserable but yet more in our favour for getting away.

The squadron slept on till about the small hours of the morning. At one period during the watch a working party

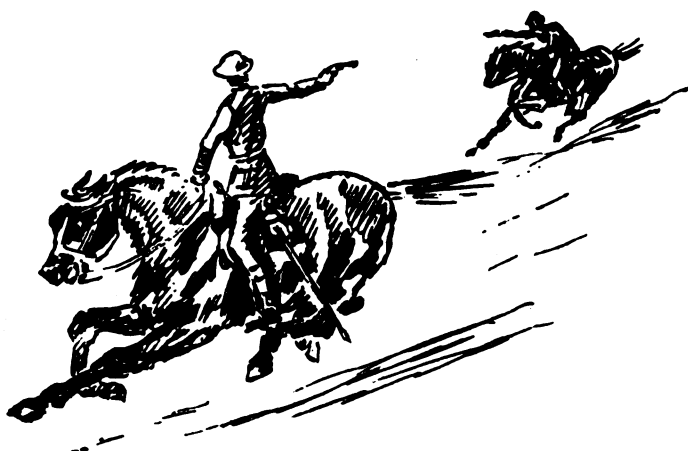


of Germans came along and commenced putting up barbed wire, only a few yards from the crater. At first we could not tell whether they were Germans or British, so to find out, Lieutenant Fleming crawled up the edge of the crater and talked to them, whereupon they stopped work and listened, then, under the impression that their ears had deceived them, they started to work again only to be interrupted by tentative remarks from Fleming, and the Germans could not make out where the voice was coming from. Fleming told me that at first, by their conversation, he thought they must be Scotchmen, but it was finally decided not to take any more chances.

Everybody was finally awakened and a fresh start was made. The camouflage screen was reached and a further column of Germans was sighted coming down the road. A fierce fight ensued in which the Germans were finally driven back along the road, but our little force got divided in the darkness and Lieutenant Cowan and the greater part dodged through the hole in the screen taking a number of prisoners with them. This party found the bridge over the canal and got back safely at three o'clock in the morning. The small party, with which I found myself, drifted down the road in an easterly direction along the entire length of the screen. After having another small scrap at Mon Plaisir Farm we made for the canal; there was a light in a house by Walker's Bridge, so not knowing if it was held by Huns or not, we wound our way along the bank to Masnières, where we commenced to cross at the bridge where the tank had fallen in. There was quite a gap in the structure and the humorous climax came when several including myself fell into the canal in our attempts to jump across in the dark. Once given a lead, all the German prisoners also jumped, many of them falling in, but finally all were over and the regiment was rejoined about five in the morning.

The total of the squadron which got back was three officers, forty-three other ranks and eighteen prisoners. The casualties in the whole action were undoubtedly severe, but in the opinion of the writer the leading squadron (our squadron

in this case, as we were unfortunately the only one) would have taken the bulk of these casualties, and any troops coming in rear would undoubtedly have got off very lightly. It appears that there would have been a remarkable opportunity for a great cavalry success, had the operation in its original form been carried out.



PRECEPT AND PRECEDENT

II

THE USE OF CAVALRY ON THE FLANKS

By MAJOR J. GODDARD.

IN a general engagement between large hostile forces of all arms, the *role* of the cavalry will be determined by the flexibility of the situation. Unless the flanks of contending armies are protected by impassable natural obstacles or by strong field works, it is there that the most plastic conditions are usually to be found; and there, also, can generally be traced the influence of manœuvres destined to decide the fate of the day. It follows at once that mobility and speed of action are more than ever necessary in such situations, so that the employment of cavalry in them is an obvious corollary; and this fundamental fact has been realized and exploited ever since the use of cavalry began.

It is laid down that in the deliberate battle the cavalry may be used to operate against the enemy's flanks, thereby incidentally protecting the flanks of their own army; to assist in enveloping movements; to delay the approach of hostile columns; or to act as a mobile reserve; but in a majority of cases action under the last three heads is involved with action under the first. There is also one other primary instruction—that in all circumstances the cavalry must be at hand when wanted. Lessons to illustrate these principles might be drawn from nearly every action since the days of Hannibal; so the scope of this article must be limited to the indication of some classic cases in the history of former wars, together with a slightly fuller dissertation on the warnings and examples to be studied in the late one.

The orthodox order of battle of the seventeenth century, as developed from the teaching of Gustavus Adolphus, placed the cavalry on both wings of the main body of infantry. The contending horsemen were thus brought face to face at once, and the side whose cavalry gave way before the shock of its opponents' charge stood to have the exposed flank of its footmen rolled up at leisure—provided always that the victors in the mounted combat had a striking force in hand to complete the work. It was in this last essential that the Cavaliers and Roundheads differed in the English Civil War; both sides could charge, but while the latter gradually acquired the training and discipline which enabled them to rally quickly and to strike again at a new objective, the former learned nothing and profited nothing from the earlier combats of the war. The progress is easily traceable in three battles. At Edgehill (23rd October, 1643) the Royalist horse had matters all their own way on both flanks, after which they proceeded to chase their broken antagonists for miles while the infantry fought the battle out. Returning at last, the Cavaliers were too blown and disorganized to charge the Parliamentary foot, whose flanks were entirely open, and so a drawn battle resulted. At Marston Moor (2nd July, 1644), Cromwell, with the cavalry on the Parliamentary left, charged and routed the Royalist horse opposite him; while at the same time Goring, on the Royalist left, put to flight Fairfax's troopers in his immediate front and then went off after them "into the blue"—so that each side now had an open flank. But Cromwell had his men in hand. Detaching a few squadrons to keep his routed opponents on the run, he rallied the bulk of his horse, charged and broke part of the Royalist foot, and then rallied again in time to charge and destroy Goring's horsemen as they endeavoured to re-form after their wild pursuit of Fairfax. The tempered and calculated use of the flanking cavalry won the day. At Naseby (14th June, 1645) a similar situation arose. Prince Rupert, by a splendid, headlong charge, crashed through Ireton's superior force of horsemen on the Roundhead left, but his men then went off to Naseby Village to loot the enemy's

baggage ; the opportunity was lost. Meanwhile Cromwell threw his Ironsides against Langdale's horse on the Royalist left and overthrew it ; sending a reserve regiment to pursue, he rallied his own command at once and, with charge after charge, exterminated the King's gallant regiments of foot in the centre before Rupert could return to the field. The lessons to be derived from these three actions are too obvious to need to be stressed, but this one observation may be offered ; had the Cavaliers possessed sufficient discipline to have taken the opportunity offered at Edgehill, the war would have ended then and there.

In the wars of Napoleon the dispositions for battle were no longer stereotyped, and the opportunity went to him who made it. At the battle of Austerlitz (2nd December, 1805), Napoleon posted Murat's Cavalry Corps and the Infantry Corps of Lannes on his left flank to hold off the Russian Corps of Prince Bagration, which formed the disconnected right wing of the Allied army. So effectually was this done that not only could Bagration bring no help to the chief scene of action, but he even had to draw on a part of the reserve cavalry to sustain his own fight. Had some of the seventy-two squadrons which Murat contained that day been available for use on the Pratzen Plateau, the issue might have been far less decisive. As it was, Napoleon completely forestalled him and made use of the Cavalry Corps to delay him on the flank while an irrevocable decision was reached in the centre. (Sketch 1).

Coming down to the Great War, the campaign in East Prussia during August, 1914, bristles with examples of the misuse of cavalry. On the Russian side there was hardly a principle which was not violated, and it is a dismal record of lost opportunities. Strategically, the Russian Command placed its cavalry well, and there were immense possibilities within its power ; but the Cavalry Corps commanders were fettered by half-hearted instructions ; were misdirected, so that their forces were often beating the empty air ; were starved of information ; were without co-ordination and liaison ; and when, in spite of all these drawbacks, tactical opportunities arose, they were let

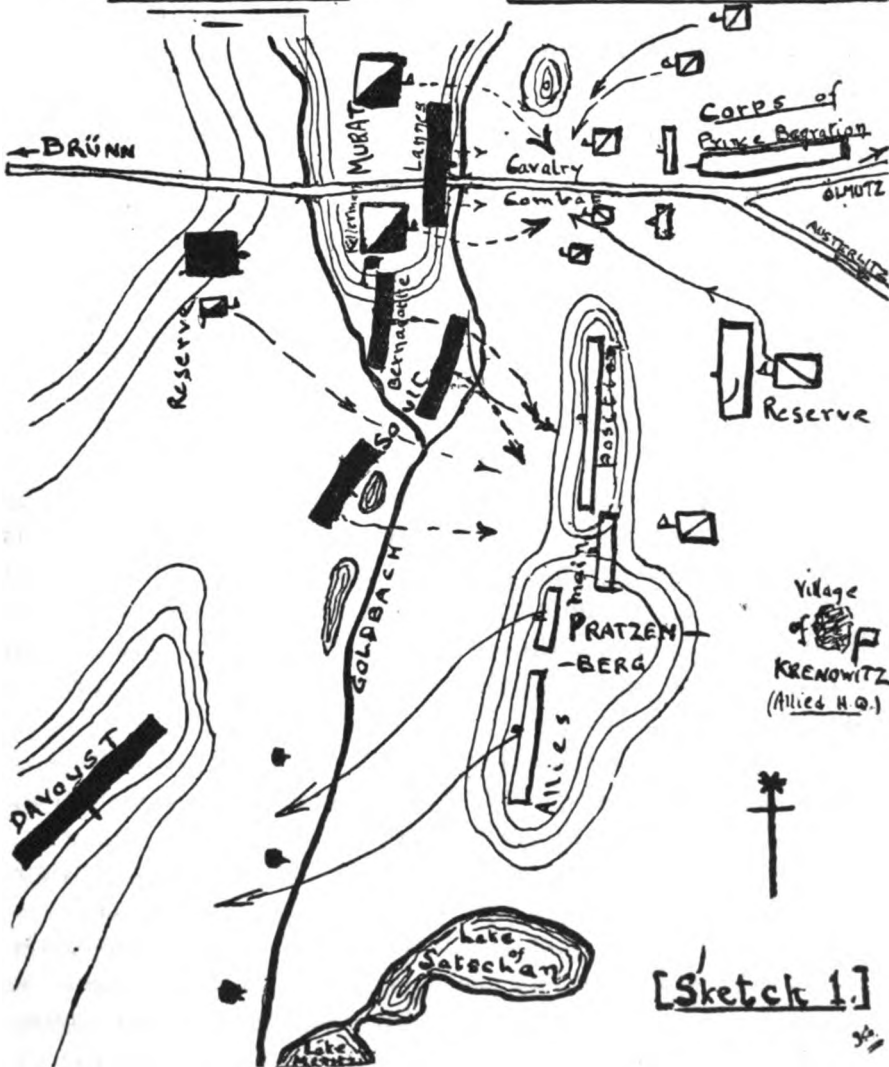
AUSTERLITZ.December 2nd, 1805

FRENCH Infantry... [square symbol]

" " Cavalry... [square symbol]

ALLIED Infantry... [square symbol]

" " Cavalry... [square symbol]



slip by the lack of enterprise of the very leaders themselves. As a result, the large superiority in cavalry which the Russians possessed—230 squadrons against 84—was of no service to them.

The First Russian Army (Rennenkampf) was to advance due west into East Prussia from the line Kovno-Drusienki (Map 2), and was to draw upon itself as much as possible of the German forces; while the Second Army (Samsonoff) was to strike north, from Russian Poland, and take the enemy in flank and rear. Such was the plan; but its development and failure cannot be discussed here; it is only possible to outline the strategic situation of each Russian Army at the opening of each of the two crucial battles, to see what, tactically, the cavalry actually did do, and to dream for a moment about what they might have done under other conditions.

Rennenkampf's First Army was to cross the frontier on 17th August, prior to which date his cavalry had done a certain amount of reconnaissance without very important results. It had never penetrated the German screen; consequently his information was vague, which may, in part, account for the cautious spirit of the cavalry instructions. He had 120 squadrons of cavalry, divided up into two main groups, Nachivanski's and Gourko's, and an independent brigade, Oranofski's. On 15th August he issued the orders for the general advance on the 17th, which, as far as the cavalry are concerned, may be summarised as follows:—

General Oranofski was to protect the right flank of the Army, reconnoitring to Tilsit-Kraupischken, occupying Schillehnen by the evening of 17th August.

The rest of the cavalry was to advance in two groups on 16th August; the right group (Nachivanski) on Insterburg, turning Stallupönen and Gumbinnen to the north, while the left group (Gourko) was to protect the left flank of the Army from the directions of Margrabowa and Lötzen.

A reference to the map will show that the cavalry groups were thus placed in very effective situations; but the nature

of their orders limited the scope of their operations very much. Another point which must be kept in mind is the fact that the Army Commander relied upon being able to issue daily orders to his cavalry, with the result that upon certain vital occasions they received no orders at all.

The events which shaped themselves out of these dispositions were, briefly, as follows. With varying fortunes the Russian Corps moved forward on their objectives until, on the 19th, they were more or less on their pre-determined line. On that day Nachivanski's right group fought a brilliant little cavalry action at Kauschen, driving back a German Landwehr Brigade and securing the crossings of the River Inster; but at nightfall it withdrew northward, abandoning the crossings and losing touch with the German left flank, which it had just located; incidentally, it uncovered the right flank of the Russian Army, as Oranofski was still twenty miles in rear of it, having received no orders. On the 20th—which day *Rennenkampf* had set apart for a general halt—the Germans fell upon the Russian right wing, which was blissfully ignorant of the proximity of large enemy forces, and a general engagement ensued all along the line. Thanks to the gap left by the Cavalry Corps on the flank and to the apparent absence of ordinary protective measures, the Russian right was very severely handled and one Division, the 28th, nearly destroyed; but the situation on that flank received no help from the two bodies of cavalry which were located in that area. Nachivanski was at Lindental, barely eight miles north of the scene of action and well within the sound of the guns; but that general, acting on the assumption of a halt on the 20th, made no effort to close to them, nor did he discover what was happening even when an attack by the German 1st Cavalry Division passed almost under his nose. He remained completely inactive the whole day. The conduct of Oranofski was even worse. On the day of the battle, his brigade rode up twenty-five miles from Schillehnen and came in contact with the German 1st Cavalry Division near Spülen; but it was without artillery, while the latter had some horse artillery batteries which opened on the

Russians. Instead of making any attempt to manoeuvre, instead of even attempting to hold his ground, he at once turned his whole brigade about and rode back again to Schillehnen !

Except on the northern flank, the battle went against the German Army. So dark did the situation seem to its Commander-in-Chief that on the night of the 20th he issued orders for a retirement behind the Vistula, disengaging first his left flank corps, then his right corps, and lastly his centre ; he left the Cavalry Division to mask the entire front. The disengagement was effected during the 21st and 22nd, and he was vastly helped in it by the fact that Rennenkampf made no forward movement at all until mid-day on the 23rd. By that time he was well clear.

Golden opportunities were lost by the Russian cavalry on both flanks. In the north, if Nachivanski had moved to the sound of the guns on the morning of the 20th, he would have saved the luckless 28th Division, and might have brought about the destruction of the German 2nd Division by taking it in flank ; had he even carried out the letter of his instructions, and ridden straight on Insterburg, the presence of his powerful force across the lines of communication might have converted the orderly German retirement into a hopeless rout. Had he moved south at all, he would have joined up with Oranofski's Brigade and, at least, have prevented that contingent from disappearing altogether. His utter inaction is amazing. In the south, Gourko's Cavalry Group was stultified by lack of orders, immobilized by its "protective" instructions in spite of an able commander, who was waiting to move. It might well have fallen upon the German 1st Reserve Corps, which was likely to have gone to pieces if pressed ; as it was, this Corps, very tired and dispirited, was allowed to retire twenty miles, undisturbed, and entrain quietly at Angerburg. There is small doubt that the failure of the cavalry, so advantageously disposed on the flanks of the First Army, robbed the strategic victory of Gumbinnen of the greater part of the fruit the Russians should have reaped from it, and gave the German Command

the chance of that recovery which was so devastatingly demonstrated at Tannenburg.

While the Battle of Gumbinnen was going on the Russian Second Army (Samsonoff) was advancing upon East Prussia in a north-westerly direction, from the line Bialystock-Novogeorgievsk, in order to strike the flank and rear of the German forces. On 25th August it was spread out on a fifty mile arc, from Usdau, in the south-west, to Allenstein, and thence to Bischofsburg, in the north-east. Between Allenstein and Bischofsburg, where the right flank Corps was situated, there was a twenty mile gap; and at Sensburg, fifteen miles east of the latter place, the 4th Cavalry Division was posted by direct order of Samsonoff. On the left flank of the army, south of Usdau, the 6th and 15th Cavalry Divisions were respectively ten and fifteen miles wide of the flank to the south-west. (Map 2.)

The orders given to the Cavalry Divisions at the beginning of the advance were:—

That the 4th Cavalry Division should reconnoitre between the right of Samsonoff's Army and the Independent Russian Corps advancing on Lötzen—a gap about fifty miles wide.

The 6th Cavalry Division to protect the left flank of the Second Army; western limit the Novogeorgievsk-Mlawa road.

The 15th Cavalry Division to reconnoitre west of this line as far west as Strasburg.

On the 24th the orders were modified:—

4th Cavalry Division to Sensburg, to reconnoitre the area Rastenburg-Gerauden-Schippenbeil-Rossel; and *also* to observe towards Lötzen. (This gave it a double objective.)

6th and 15th Cavalry Divisions to reconnoitre towards Königsberg.

On the 25th the orders were again modified, the 4th Cavalry Division being placed under the VIth (right flank) Corps Commander, but being at the same time ordered to remain at

Sensburg and to reconnoitre—too late—towards Seeburg. The 6th and 15th Cavalry Divisions were also placed under the orders of the 1st (left flank) Corps Commander. A glance at the map will show the actual positions of the three divisions on the morning of the 26th ; but in no case had an effective reconnaissance been carried out towards the north.

On the morning of 26th August the German Army, disengaged from Gumbinnen and re-organized by Ludendorf, was ready to fall upon the Russian Second Army, whose commander had not the slightest idea of the blow about to come. That day one Corps of it moved from Seeburg against the isolated Russian Corps at Bischofsburg, took it by surprise and broke it utterly. The 4th Cavalry Division, looking in the wrong direction, could give no warning of the attack ; it was too far away—fifteen miles—to give tactical support in time ; moreover, it was tied by definite orders to Sensburg. It could do nothing. The disaster was complete and the right flank of the Second Army was gone.

On the same day the German attack opened on the main position of the Second Army between Allenstein and Usdau. The 1st Corps, on the left flank, was equally surprised, despite the fact that two cavalry divisions—the 6th and 15th—were under the orders of the Corps Commander and were supposed to be watching over the safety of his flank. It is astounding to think that, with fifty squadrons of cavalry at their disposal against nine which the enemy could muster, the Russians allowed a whole German Corps to detrain within a day's march of their left flank, and to deploy against it, undetected and unhindered ; yet such an event actually happened. On 25th August, the 15th Cavalry Division reported the Germans to be in strength at Lautenburg, yet it made no effort to develop the situation ; on the 26th it remained the whole day watching that place, which was by then unoccupied ; finally, at the end of the day, it retired across the frontier to Zielun where, after another day of inactivity, it passed out of the picture. The 6th Cavalry Division seems to have been too far behind the Russian left flank to be of much service before the

26th ; but on that day it was at Grosser Lensk, the very spot from which the German attack might have been taken in flank and rear. However, neither information nor orders were sent to the Divisional Commander who, in default of both, dismounted his men and sent them, piecemeal, into the fight mixed up with the infantry. The result was that the division became disordered and got out of hand, so that at the end of the day, when it was required to cover the retirement of the 1st Corps, it could not be collected—much less, used.

Both wings of Samsonoff's Army had given way and its total wreck followed inevitably. The right wing might have been saved by the 4th Cavalry Division ; the fault in this case lay with the Higher Command and not with the Divisional Commander, who was misdirected. Reference to the orders will show that though this division was nominally under the VIth Corps, the Corps Commander was circumscribed in his use of it ; consequently he could not employ it in the right direction, and a tactical surprise followed. Tied as it was, the 4th Cavalry Division was impotent to discover the danger, or to help meet it when it was disclosed. On the left flank, the cavalry Divisional Commanders are not free from blame. Ordered to sweep northward on the 24th August, they had made no serious move in this direction ; for though the 15th Division had found the enemy in force, it failed to get any information of value and allowed itself to be kept from discovering vital movements by a mere show of resistance. The division was ordered to co-operate with the attack launched from the Russian left, but it did nothing ; placed as they were, a flank attack by the 6th and 15th Cavalry Divisions on the 26th would have upset the German plans completely, and might have saved the left wing of the Russian Army. The 6th Division, though it did join in the fighting, did so in such a way as to become entirely out of hand, so that, as an organized body, it had ceased to exist when it was most urgently required. The 1st Corps Commander, though both the cavalry divisions were under his orders, seems to have had no idea of using these powerful and mobile formations to any purpose.

The secret of the mischief in the Russian Army goes far deeper than the principles of the use of cavalry on the flanks. It is, however, as instructive, sometimes, to study opportunities offered and lost, as it is to take to heart those offered and taken ; and for this reason the campaign in East Prussia, as set forth in Major-General Sir Edmund Ironside's masterly exposition of the subject, is to be commended to all students of the Science of War. The author of the above notes on the operations acknowledges, in all humility, his indebtedness to this treatise for the details upon which they are founded.

To turn from a campaign to what has been described as "A perfect battle in miniature," it is pleasant to note that a very good example of the use of cavalry to carry out an enveloping movement is supplied by the operations against the Turkish forces on the Euphrates in the autumn of 1917. To stop a possible counter-offensive against Baghdad from the north-west it was decided to occupy Hit, to deny that town to the enemy as an advanced base ; and to lead up to this it was first necessary to deal with a Turkish force of 3,500 infantry and twelve guns strongly posted at Ramadi, half-way between Fallujah and Hit. A surprise attempt upon this detachment was made in June, which failed ; a second attempt was organized in September.

The British force detailed for the operation consisted of General Brooking's Infantry Division and the 6th Cavalry Brigade, under Brigadier-General Holland Pryor, C.B., C.M.G., D.S.O. Advancing from Fallujah, the infantry were to make a direct attack upon the enemy's position, while the cavalry were to sweep round it to threaten and, if possible, cut off his retreat. The Turkish position was a formidable one, consisting of a first line along the Mushaid Ridge (Sketch 3), from the river to the Habbaniyah Lake, backed by a second, stronger line, which ran along the bank of the Habbaniyah Escape Canal, refusing its right flank back to the Aziziyeh Canal. On account of difficulties of distance and water supply it was impossible for infantry to carry out a turning movement against the Mushaid Ridge, so that a direct assault upon the first line was

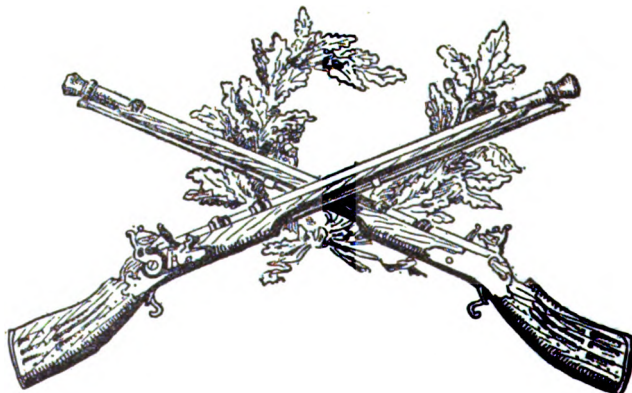
inevitable ; once through this, however, there was room for cavalry to manœuvre round the flank of the second line.

It is unnecessary to go into the tactical details of the fight, as the action has been very ably described in an earlier number of this JOURNAL ; but a bare outline of it may be repeated with advantage. The infantry and guns moved up into place on the night of 27th-28th September, preparatory to an attack at dawn. The guns opened on Mushaid Ridge with the first light, and the infantry went in against it ; but the Turks did not hold this line, as it was apparently incomplete, and retired to their second line. Meanwhile the 6th Cavalry Brigade had assembled three miles above Madhij where, having fed their horses and watered them at the river, the signal to advance was awaited. The Escape Canal was known to be full of water and the only means of passing it was by the dam near the shore of the lake, so no movement could be made till this road was open ; but at 7.30 a.m. the dam was reported to have been secured and the Brigade marched off, reaching and crossing the Escape Canal at 9.45 a.m., under intermittent shell fire. Fortunately the Turks had failed to register the dam accurately, or the passage of it would have been a costly affair. About 10 a.m. the infantry were approaching the hostile trenches on Double Hill, while the cavalry moved along the shore of the Lake, throwing out patrols which felt the Turkish flank on Aziziyeh Ridge and determined its location. By noon the Aziziyeh Canal was reached at a point not far from the lake, but it was dry, save for pools, so that it was difficult to water the horses, after which the column struck westwards into the desert for five miles. Advantage was taken of folds and depressions to conceal the movement as far as possible, and the march seems to have been unobserved. A turn to the north now brought the Brigade towards the river once more, and at 3.30 p.m. it reached the edge of the plateau overlooking the Aleppo road. After reconnaissance, a position, since known to fame as "Cavalry Ridge," was taken up astride of the road and commanding it ; the left touched the river, the centre blocked the road, the right, thrown forward, rested on a spur

of the higher plateau. The Turkish line of retreat was closed.

Under a certain amount of shell fire, which was effectively countered by "V" Battery, R.H.A., the long, thin line dug into the position while the infantry hemmed in the Turks between the river and the Aziziyeh Canal; until, at dusk, word came that the encirclement was complete. In the hours of darkness the enemy tried to retire along the Aleppo road, and at 2.45 a.m. a strong attempt was made to break through the slender screen of cavalymen; but the skilful handling of a standing patrol brought the Turks right up to the concentrated fire of the line at close range. The attack crumbled and they went back, leaving a number of casualties behind. Finding himself surrounded, the enemy had determined to retreat by the Aleppo road, but his way was barred so effectively by the Cavalry Brigade that he gave up the attempt. The entire Turkish force surrendered next day.

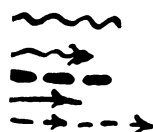
In reporting the operation, Sir Stanley Maude praised the 6th Cavalry Brigade for the long distance covered, for the many hours spent in the saddle without water, and for the natural difficulties overcome, pointing out that success was due to the Brigade having thrown itself, just at the right moment, across the enemy's line of retreat, so blocking the Aleppo road. He described the affair as "An instance of as clean and business-like a military operation as one could wish to see." And to such tribute it is as unnecessary, as it would be ungracious, to add a single word.



General Operations
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THE REMOUNT DEPARTMENT.

PART I.

THE Remount Department forms the Q.M.G.4 branch of the Quarter-Master-General's Department. Its duties are subdivided as follows :—

Q.M.G.4. (a) To maintain the Army at its peace establishment of animals, to prepare for its mobilization to War establishment, and to ensure its maintenance in animals while in the field. The Department is responsible in war for the Services of War Dogs and of Carrier Pigeons.

Q.M.G.4. (b) The administration of the Light Horse Breeding Scheme.

The present article will deal only with the section of Q.M.G.4. (a) which is responsible for peace administration. This includes such duties as purchase and issue of horses and mules, the maintenance of an equal standard in units, the control of casting so far as "Remount Cases" are concerned, and all questions affecting the general welfare of animals.

Purchase.—The Director of Remounts decides each year the number of animals by classes which will be required to replace wastage, and in accordance with this estimate allots a quota for purchase to his buyers. The average wastage in peace time works out at 15 per cent. of the total establishment of chargers, and 10 per cent. in other classes. The number of horses purchased in 1926 is given by categories below, and may be taken as an approximate guide to the average annual requirements.

HORSES PURCHASED IN 1926.

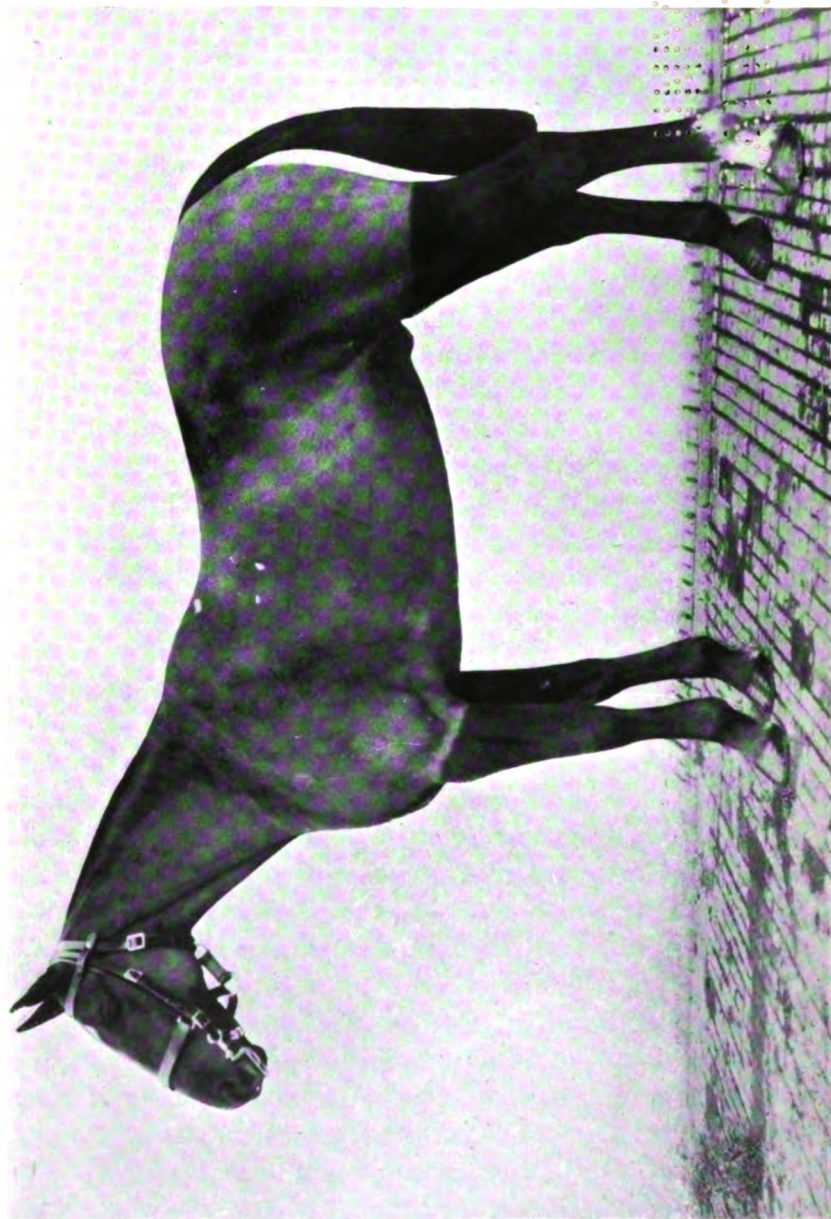
Chargers.	Household Cavalry, riding.	Cavalry of the Line, riding.	Other classes (riding, draught and pack).	Total.
460	77	1,120	1,084	2,741

The Army purchasers are four in number, and are all officers on the retired list. They are termed Inspectors of Remounts, and are affiliated respectively to the Melton Mowbray and Arborfield Cross Remount Depots, two ex-Cavalry officers to the former and two ex-Artillery Officers to the latter.

Until recently there were only two purchasers, one of whom bought chargers and riders for all arms except Artillery, the other being responsible for all Artillery horses, and for the draught horses of the other arms. These two buyers were sufficient when purchasing was confined practically to Ireland, but although that country is still indispensable as a source of supply, the Government policy is now to encourage breeding in Great Britain by buying as many horses as possible from breeders and small owners in England, Scotland and Wales, eliminating the dealer as far as possible. This policy entails a great deal of travelling on the purchasers, and it was found necessary to increase their number.

To each two Inspectors of Remounts is allotted a purchasing area, the country being divided for this purpose by a line running roughly East and West, the Cavalry purchasers taking the North of this line, the Artillery purchasers the South. This system of purchasing areas applies only to Great Britain. It is not applicable to Ireland where buying is done chiefly from selected dealers.

Although the Cavalry and Artillery purchasers continue to buy the majority of the horses for their respective arms, they are authorised to purchase horses of whatever categories may be produced as suitable in their areas. By this system is avoided the anomaly by which a purchaser was formerly compelled to inform an owner who might submit for sale two or more



(Photos by W. W. Rouch & Co.)

A TYPE OF CAVALRY TROOP HORSE.

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animals in different categories, that he could only inspect for purchase such horses as belonged to the class with which he personally was concerned, a limitation which not unnaturally proved mystifying to the lay mind.

The new system, though it has only been in operation a few months, has already shown good results. The proportion of horses bought in Great Britain as compared with Ireland has considerably increased, and whereas formerly, owing to a purchaser being engaged elsewhere, there was often great delay in bringing buyer and seller together, this difficulty has been largely eliminated, and with it a certain lack of confidence which undoubtedly existed amongst farmers and breeders as to the bona fide intention of the Government to deal with them. This feeling was aggravated by a very general ignorance as to the types of animal required by the Army, and many owners felt dissatisfied at the rejection by purchasers of horses which from an Army point of view could only be regarded as useless. It cannot be said that this ignorance has been entirely dispelled, though, as explained in a later paragraph, every effort towards doing so is made by the Department. A further reference to this subject will be made in a future article.

Age and size at purchase.—Normally horses are purchased only between the ages of four and seven. A few 3-year-olds are bought, but these are necessarily restricted in numbers owing to lack of accommodation in Remount Depots for keeping them the required time before issue. An experiment is being tried on a small scale of buying 3-year-olds and leaving them with the vendors until they arrive at a workable age, a policy which if it were found possible to extend it, would prove a great encouragement to horse breeding.

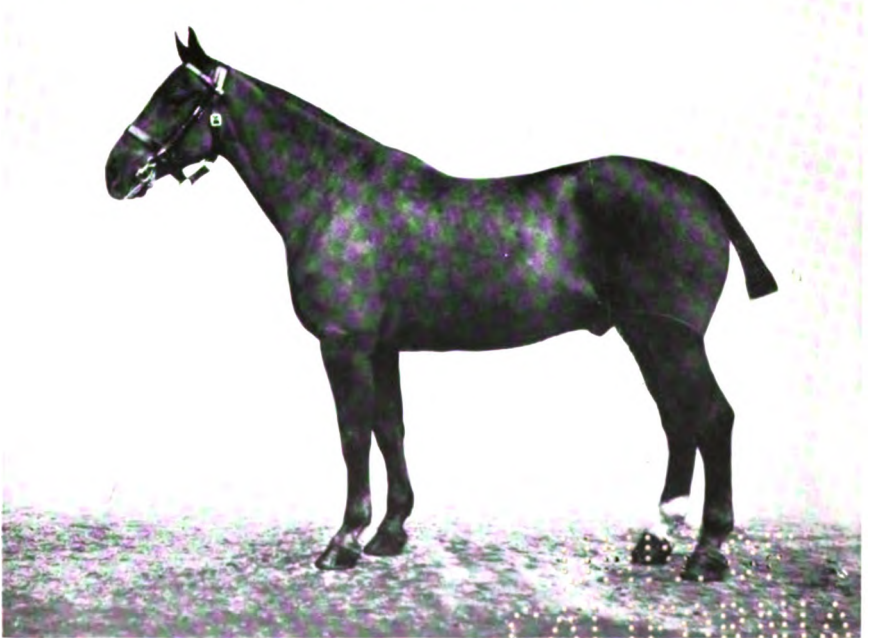
Having in view the desirability of obtaining the best possible value from the authorised scale of forage ration it is thought advisable to keep the height of Army horses as low as possible, subject to an animal possessing sufficient substance to perform the work required of it. The maximum height for Cavalry troopers at four years old is 15.2, and for Artillery horses 15.2½. Over four years in both cases 15.3.

Issue of Government Chargers.—The scale of allowances of officers' chargers and forage is laid down in Section 15, Allowance Regulations, 1924, and the conditions on which chargers are issued will be found in Section 14. Application for the issue of a Government charger is made to the War Office on Army Form B.226, which should give the height and weight of the officer; in no circumstances can a charger be issued to an officer until this form has been received. Chargers are issued in the first place for "Military Purposes" only, which includes hacking, but after issue they may on certain conditions be registered either for "General Purposes" or for "Hire Purchase."

"G.P." Chargers.—The privilege of hiring for "General Purposes" applies to all stations at home and abroad. The conditions under which a charger may be so hired have been recently amended greatly to the advantage of officers, who are now enabled to hunt their Government chargers or play them at polo on extremely favourable terms. The annual hire fee for chargers has for some time been £12, and for "officers' cobs" £8 10s., but hire may now be taken out quarterly at £3 and £2 2s. 6d. respectively. If desired the horse may be reclassified for "Military Purposes" at seven days' notice before the expiration of any quarter, thus a fee of £6 will cover six months' hire, or the entire hunting season, and by reclassifying his charger at the end of the season an officer need pay nothing more until he again requires the horse to hunt the following season. Further, there are no shoeing charges for a "Military Purpose" charger, consequently there is a very real saving to an officer's pocket as compared with the former "G.P." rates, which entailed a full year's hire plus cost of shoeing for the whole of that period.

Government chargers may be played at polo on the same terms as for hunting, but must not be used for both polo and hunting.

"Hire Purchase."—This scheme was initiated in 1922, and the conditions are laid down in paragraph 480(b), Allowance Regulations, 1924. The scheme allows officers to purchase their chargers on payment of four annual instalments, the price



Photos by W. W. Rouch & Co.)

TYPES OF DRAUGHT HORSES, R.H.A.

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of the horse being assessed from the value entered on its Veterinary History Sheet. In all cases the sum paid annually is less than a quarter of the assessed value. A "Hire Purchase" charger can be used in exactly the same manner as one hired for "General Purposes," but the scheme does not apply to stations outside Great Britain and North Ireland.

TABLE OF QUARTERLY AMOUNTS PAYABLE.

	Over £120	£110 to £120	£90 to £110	£60 to £90	Under £60
Each year for four years ..	£28	£23	£18	£15	£10

NOTE.—In assessing the purchase price of a charger or cob purchased before the Armistice, £25 and £10 respectively must be added to the recorded value.

Use of Troop Horses for Hunting.—In 1923 it was decided as an experiment to allow troop horses to be hunted with recognised packs of draghounds, the privilege being open equally to mounted and dismounted officers, and the fee charged for the use of an animal from the ranks being 10s. a month. Certain restrictions were imposed to safeguard the interests of the State, and the C.O. of the unit to which the animal belonged had at any time the power to withdraw it if considered desirable. The horses were kept under the supervision of veterinary officers, who made careful records regarding sickness or injuries caused by hunting.

As a result of the success of this scheme, and partly because the packs of draghounds are so limited as to benefit only officers quartered in a certain few stations, a further experimental scheme was introduced to include other forms of hunting. Hunt Clubs were formed with the co-operation of O.'s C. mounted units, and horses hired to officers at a charge of 15s. a month, to cover hunting with packs of all descriptions.

Both the above schemes have now been put on a permanent basis.

Use of Troop Horses for Polo.—Army Order 202 of 1922 authorised troop horses to be played at polo under certain restrictions which have since been modified. It has now been decided as an experimental measure for the current season to allow officers to hire troop horses for polo on the following terms :—

1. For officers on the strength of the unit on whose charge the horse is held, £4 for the season or portion thereof.

2. For officers of other units.—

(a) In home stations and in the Army of the Rhine, 15s. per month or portion of a month.

(b) In Egypt 10s. per month or portion of a month.

The only restrictions imposed are that horses must be—

(a) Always available when required for military purposes.

(b) Not less than six years old, certified by a veterinary officer as physically fit for the game, and passed by the Commanding Officer as sufficiently trained.

(c) Not played on more than three days in any one week, or in more than two chukkas on any one day.

If the above scheme proves successful it will doubtless be made permanent.

Racing.—In addition to hunting and polo, “G.P.” and “H.P.” chargers and hired troop horses may be used for any legitimate purpose, but heavy harness work is prohibited, and racing is confined to point-to-point and “bona fide” hunt races. The latter have been recently included, as it is recognized that these races, being run over a natural country, really differ from point-to-point races only in name. With this exception, Government horses are not qualified to run in races under National Hunt rules. The number of races in which a Government horse may start in any one season is restricted to four.

Purchase of Troop Horses from the Ranks.—Officers may if they desire, purchase as chargers troop horses from the ranks up to the number for which they are entitled to draw forage, provided that this number does not exceed two. The price charged is the cost of replacement, which in Great Britain and Northern Ireland is at present £50. On the Rhine and in

foreign stations a sum is fixed to cover cost of freighting of the horse sent in replacement.

The conditions under which officers may purchase horses from the ranks are laid down in paragraphs 493 to 496, Allowance Regulations, 1924.

Age of Issue of Government Chargers.—The regulation which prohibits a charger or troop horse being hired for "G.P." until it is six years old, is one which tends to make the issue of five-year-old chargers unpopular with officers, most of whom are keen to acquire an immediate addition to their hunting stud. Though this is perhaps a natural and commendable ambition, it is necessary to regard the matter in its broader aspects. It will be conceded by connoisseurs of the horse market that a better class of animal can be bought at Government price as a five-year-old than at six, for at six years old a horse's "form" is usually exposed, and it is not often possible to buy a really high class hunter of this age at the price allowed. There is, however, no accommodation in Remount Depots for keeping large numbers of young horses until they become six years old, thus although there is every desire to meet officers' requirements as far as possible, it is not found practicable to issue as chargers only fully matured animals. On the other hand there are unknown possibilities in a good class five-year-old, and a young horse of this age may well repay an officer for the extra trouble spent on its training, and for any temporary curtailment of hunting, by eventually proving a far superior animal than would have been possible in the case of a six-year-old issue. There is sometimes a tendency to forget, firstly that the primary mission of an officer's charger is a military one, secondly that responsibility for training horses of all categories rests with the unit to which the horse is issued, and not with Remount Depots, which have only a limited staff. A certificate is required from the C.O. of a unit that a charger is fully trained in a military sense before it may be registered for "General Purposes." This applies equally to horses of all ages, and such training must take time if properly carried out; moreover, horses of whatever age are seldom in hard condition when first issued from a Depot,

thus even the older animals are not always available for hunting during the first season after issue. To fill a gap until a young charger is qualified to be hunted it may often be possible for an officer to hire a troop horse under the 15s. a month scheme.

Casting.—Casting (*i.e.*, getting rid of unserviceable or unsuitable animals) usually takes place at the end of the training season, and the procedure is laid down in paragraph 1523, King's Regulations, 1923.

The disabilities for which an animal may be cast come under the following three headings :—

- (a) Old and worn out.
- (b) Unsound or sick.
- (c) Remount Cases.

In cases under (a) the horse must be not less than fifteen years old, and must be considered incapable of lasting through one month's service in the field. In deciding whether an animal should be condemned under this latter clause, the possibility that it might still be workable for a further period in a slower moving unit should invariably be considered ; horses may often be so transferred to the mutual advantage of the State and of the units concerned.

Animals under (b) are veterinary cases. These are submitted for casting on a certificate from a veterinary officer that owing to some permanent disability they are unlikely to be of further service to the State.

For castings under (a) and (b) the authority is the local Divisional or Brigade Commander.

Cases under (c) can only be cast on the authority of the Director of Remounts. They include animals which are prematurely worn out, have failed to develop, or are recommended for casting owing to vice or unsuitability.

On all casting returns it should be stated whether the animal is recommended "to be cast and sold" or "for destruction." This point must be settled on humanitarian grounds and on whether the price likely to be realised will repay sale expenses. Animals recommended for sale are sent up for auction at the nearest suitable town ; in the case of those destroyed the



(Photos by W. W. Rouch & Co.)

TYPES OF DRAUGHT HORSES, R.A. (Field).

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State is credited with the carcase value, which is fixed by local rates.

Mules.—The mules employed for home service come under two categories—the ordnance or pack mule for use in Pack Artillery, and the Light Draught mule for Infantry Transport. The former ranges in height from 13.3 to 14.2 hands, the latter from 14.2 to 15.2. The mule question presents some difficulties, as it is not possible to hold a large reserve in this country. Of late years Government purchasing has been confined to North America, which country has produced animals of a most excellent type. Some Infantry units prefer mules to horses for transport purposes, but owing to difficulties of supply it has been found necessary to adopt the policy of making up animal deficiencies in the Infantry with horses. If and when Pack batteries are mechanized or converted entirely to draught, it is probable that mules will no longer be bought for issue to units at home.

Supply of Remounts Abroad.—The system on which the supply of animals is maintained in foreign stations varies according to the numbers required and the facilities for local purchase. Deficiencies are made up in the various countries as follows.—

Egypt.—Horses are at present supplied entirely from this country. Before the war British cavalry regiments were largely remounted by Arabs, a policy which had to be abandoned owing to the scarcity of Arabs caused by the war, but it is hoped that in future it will be possible to revert to this policy. For the same reason mules are now unobtainable in Cyprus, a former source of supply. Owing to the depletion of this and other sources, they are now supplied from America.

The Rhine.—This is treated as a home station, and animals are supplied from home sources.

Gibraltar and Malta.—Supplied mainly from home, but a few local purchases.

China.—Ponies and mules only. These are practically all purchased in North China.

Ceylon.—Usually from Egypt (ponies and mules).

Other foreign stations are supplied by local purchase or, according to the locality, from the nearest suitable countries, such as South Africa, Australia, or America.

General.—Though the present quality of remounts is perhaps not quite up to pre-war average owing to the depression in the horse-breeding industry which followed the war, it has been possible nevertheless to retain a high standard, and a renewed activity in breeding circles gives ground for the hope that in spite of mechanical competition this standard, or even a higher one, may be maintained for many years to come. It is the aim and endeavour of the Remount Department to buy only the best class of animals obtainable at the Government prices, and to combat where it still exists the once too prevalent notion that any equine compendium of faults is worthy of sale to Government, there being sometimes a tendency to regard the Army as an ultimate repository for “misfits” unsaleable elsewhere. The Government is always open to buy any suitable animals within the limits of its requirements, but it regards adherence to type as being of the utmost importance. For such animals as come up to the standard good prices are given, but a lowering of that standard can in no case be countenanced, and every endeavour is made to prevent disappointment being caused at the rejection of unsuitable animals by making known as far as possible to farmers and breeders throughout the country the types of horses that alone will be considered for purchase. This information is conveyed to those concerned by means of propaganda on the part of Remount Officers, and by the dissemination of War Office pamphlets giving specifications and photographs of the various Army types.

(To be continued.)

Parts II. and III. will deal with Mobilization and the Light Horse Breeding Scheme respectively.

ANECDOTES FROM THE PENINSULAR WAR

(1) THE following story concerning Captain H. F. Mellish, who was on the staff of the C.-in-C. Sir Arthur Wellesley, is taken from the "Memoirs of the 10th Royal Hussars."

"... It was reported one day to Sir Arthur that Mellish was taken prisoner. He replied, 'They'll not keep him long,' and the next day he was seen riding into camp on a donkey.

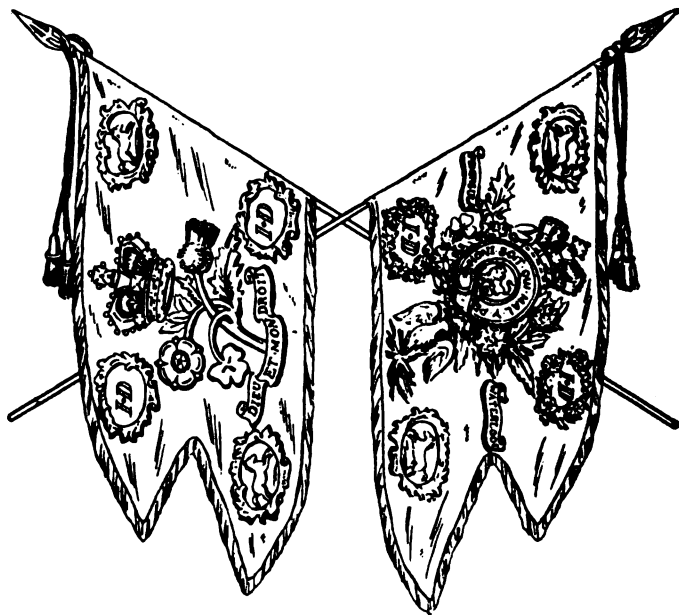
"On one occasion his brother officers began laughing at him it is said—for bestriding so sorry an animal as a charger, declaring it was not worth £5. 'I'll make it worth £35 before long,' was his answer, and he forthwith rode straight towards the enemy's lines. Fire was opened on him, and his horse shot, when he returned on foot and claimed the Government compensation."

* * * * *

(2) The most common crime at this period in the British Army was "Looting," and A. L. F. Schaumann in his book "On the road with Wellington," narrates an amusing episode in connection with this offence, as follows:—

"On August 8th we reached the highest ridge of the mountains near Deleytosa, and then began to descend. In the afternoon a funny incident occurred. The Cavalry were bivouacking in a valley where there was a good deal of barley lying about in sheaves in the fields, which, fenced round by bushes and hedges, surrounded a village standing on a hill. I had been obliged to ride out with a portion of the regiment to forage, and was standing in the shade, supervising the foraging operations, when a soldier bearing upon his shoulder a stolen bee-hive wrapped in his cloak, was just breaking through the hedge with his booty when he ran panting almost

into the arms of a general and his staff who happened to be riding down from the village. 'Halt, scoundrel'! the general roared with rage 'What have you stolen there? Provost Marshal:—arrest that man at once, and make an example of him. Sir Arthur has forbidden all plundering on pain of death.' The soldier as if thunderstruck contemplated the general for a moment, and looked paralysed with fear. In a second, however, he recovered himself, flung the hive violently to the ground, tore his cloak away from it, and quickly took to his heels. Meanwhile, however, the bees, outraged by the treatment they had received, swarmed angrily over the general and his staff, the Provost Marshal and his assistants. They even reached my foraging party, and we were all obliged to gallop away at top speed. But the soldier, whose presence of mind I admired, came off scot free. It was one of the funniest scenes I have ever witnessed."



CO-OPERATION OF AIRCRAFT WITH CAVALRY

By WING-COMMANDER T. L. LEIGH-MALLORY, D.S.O.,
Royal Air Force.

THE objects of the following article are to review the ways in which aircraft can assist cavalry, to indicate the responsibilities of a cavalry commander towards the aircraft co-operating with him and to discuss the effect which hostile aircraft may have on cavalry.

It is concluded that in the event of a war of any magnitude, a cavalry division would be available for operations. The main tasks which such a force would be called upon to perform would be :

- (a) Distant reconnaissance well ahead of the main army ;
- (b) Forming a protective screen to protect the main army, until the latter is either ready to advance and engage the enemy, or if retiring, has taken up a suitable position for defence ;
- (c) Raids on enemy communications ; and
- (d) Pursuit.

When carrying out tasks of this nature, it is most probable that an Army Co-operation Squadron would definitely be allotted to work with a cavalry division. If this is the case, it will be necessary for very close touch to be maintained between the cavalry divisional commander and the squadron allotted to him. It is, therefore, essential for the cavalry division headquarters to be established as close to a suitable landing ground as possible. Moreover, it is definitely laid down in F.S.R. that this should be done. The importance of this is emphasized when one considers that a cavalry division carries no cable, and therefore communication is only possible by means of personal visits and D.R's.

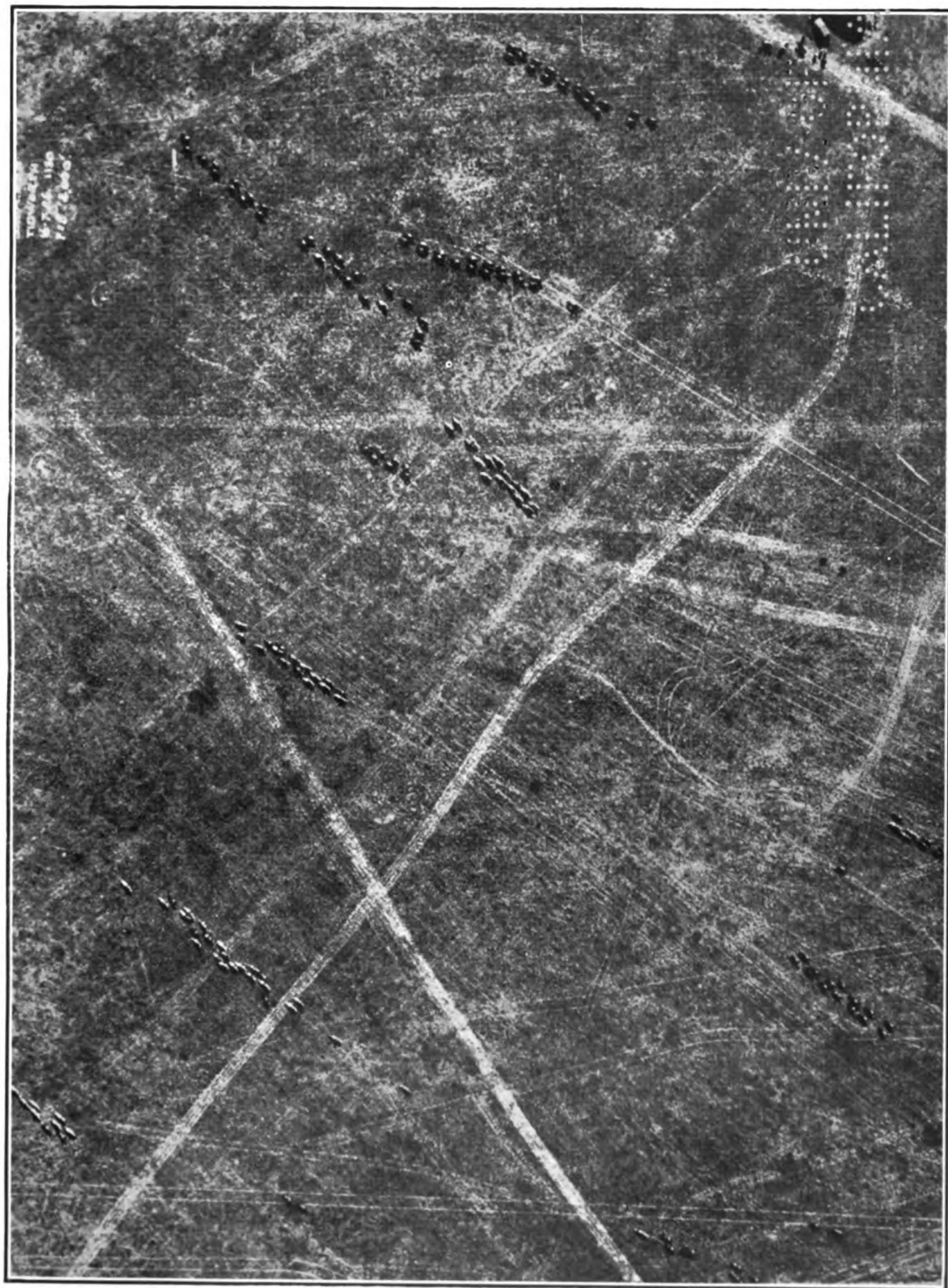
A cavalry division commander can only expect to obtain full value from an Army Co-operation Squadron, if his orders and instructions are clear as to what his requirements from it are. If he is to obtain the best results it is desirable to have the Army Co-operation Squadron commander at his conferences and explain the operation to him. He should confirm what has been said at the conference by his orders and special instructions to the Royal Air Force ; these latter should state clearly the divisional commander's appreciation of the situation and should lay down reconnaissance tasks in the form of questions to which definite answers can be given. These orders and instructions must be supplemented during the course of the day's operations, by sending to the squadron, situation reports and further reconnaissance tasks, as the necessity arises.

In cases where an officer from the divisional staff cannot be spared to visit the squadron during the day, it should be arranged that the squadron commander or the Branch Intelligence Officer visits divisional headquarters when required. These visits should, however, be confined to the minimum necessary, since the squadron commander and the Branch Intelligence Officer should be absent from the squadron as little as possible during the day's operations.

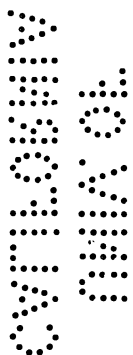
The Branch Intelligence Officer at the squadron is responsible for collating all information received from the air and transmitting it to divisional headquarters in the form of situation reports. The division, in addition to this, will be receiving messages direct from the aeroplanes carrying out reconnaissances and from ground sources.

It is therefore obvious that successful co-operation will depend not only on the efficacy of the orders and instructions issued by the division to the squadron, but also on the efficiency of the methods of communication, between reconnaissance aeroplanes and divisional headquarters, and between division headquarters and the squadron.

The communication between the squadron and divisional headquarters would be mainly by D.R.'s, whom it is the responsibility of the army to provide ; in addition, the squadron



CAVALRY ON THE MOVE AT TIDWORTH. 16/7/26



commander's car would be available for visits from the squadron to the division. In order to communicate with aeroplanes carrying out reconnaissances, the cavalry division headquarters would be supplied with a vehicle equipped with radio telephony instruments, capable of both sending messages to the aeroplanes and receiving messages from them. It is the responsibility of the Royal Air Force to provide this vehicle. In addition to the radio telephony at cavalry divisional headquarters, message picking up and dropping stations could be established there and at the headquarters of the brigades. It cannot be emphasized too strongly that the position of these dropping stations should always be pre-arranged, since attempts to drop messages promiscuously on columns on the move invariably end in failure.

It is now proposed to consider what assistance would be rendered by the Royal Air Force to a cavalry division carrying out the four main roles enumerated above.

Reconnaissance

One sometimes hears the theory advanced that aeroplanes have taken the place of cavalry for reconnaissance. It is certainly true that the speed and range of aeroplanes have made it possible to obtain information concerning the enemy's activities some 200 miles behind his lines, and that it is impossible to obtain this information by means of cavalry. One has to regard sources of information as a long chain, extending some 200 miles into hostile country, and in this long chain some of the most important links are those supplied by the cavalry. From air reconnaissances the cavalry commander may discover the strength, composition and direction of movement of the main enemy columns. Information obtained by the cavalry supplements this and fills in important gaps which cannot be supplied by other means. Air reconnaissance should prevent the cavalry commander from being surprised and enable him to dispose his troops in the most favourable manner for obtaining the identifications he requires. Other important sources from which cavalry will obtain information

are—the interrogation of inhabitants, and the searching of woods and villages, which may conceal enemy details invisible to aircraft.

Apart from the value to the cavalry commander of the actual reconnaissance carried out by the aeroplanes working for him, it is possible that owing to the nature of the country it might be extremely difficult for the various reconnoitring parties to keep touch with each other. This problem might assume such importance as to render it necessary to employ aeroplanes to convey messages from one column to another, and to keep both columns in touch with the commander of the force. This could be achieved by message picking up and dropping. It must, however, not be overlooked, that employing aeroplanes in this manner will decrease the number available for work over hostile territory.

It is further considered that aeroplane photographs, both vertical and oblique would be of the utmost value to a cavalry commander carrying out this duty. The vertical photographs would show what areas would require intensive search, where cover exists, and in what places water could be found. Oblique photographs would be of the utmost assistance in helping troops and squadron leaders, to find their way in little known and unmapped country.

Protective Screen.

The object of a protective screen is to provide protection for the main army, so that it may come into action at the time and in the area most suited to the commander's plan. It is therefore of the utmost importance that the commander of the screen should not be surprised, and his troops driven back before the main army is ready, otherwise the whole plan of campaign will be upset. Cavalry patrols will be out keeping touch with enemy patrols and gaining information concerning the troops with whom they are in close contact. This, however, is not enough to ensure security, since the most serious threat will come from mobile columns, perhaps forty miles distant, no very great distance when armoured cars and fast moving

light tanks are taken into consideration, as well as cavalry. It is to ascertain these more distant movements that aeroplane reconnaissance will be a vital necessity to the protective screen commander. It is also possible that valuable assistance could be rendered at this stage by attacking enemy columns with low-flying fighters, thereby disorganizing the advance, and lessening the possibility of a serious threat to the mobile screen. This could only be undertaken, if air superiority had already been attained.

Again, it cannot be too strongly emphasized that it would be absolutely essential for the protective screen commander to keep in closest touch with the commander of the Royal Air Force squadron working with him. He should give him a clear idea of his appreciation of probable and possible enemy movements, and explicit instructions for the reconnaissances to be carried out.

Raids and Independent Missions.

These may take the form of seizure of important points, threats to communications, and wide movements intended to deceive. With the exception of the last named, secrecy will be of such paramount importance, that it is doubtful if it would be advisable for aeroplanes to carry out close co-operation with the raiding forces, since anything calculated to give away secrecy would probably jeopardize the whole enterprise. Obviously, each case must be judged according to its particular circumstances and the use of the aircraft adapted to meet these circumstances. It is thought aeroplanes could be employed to the best advantage by :

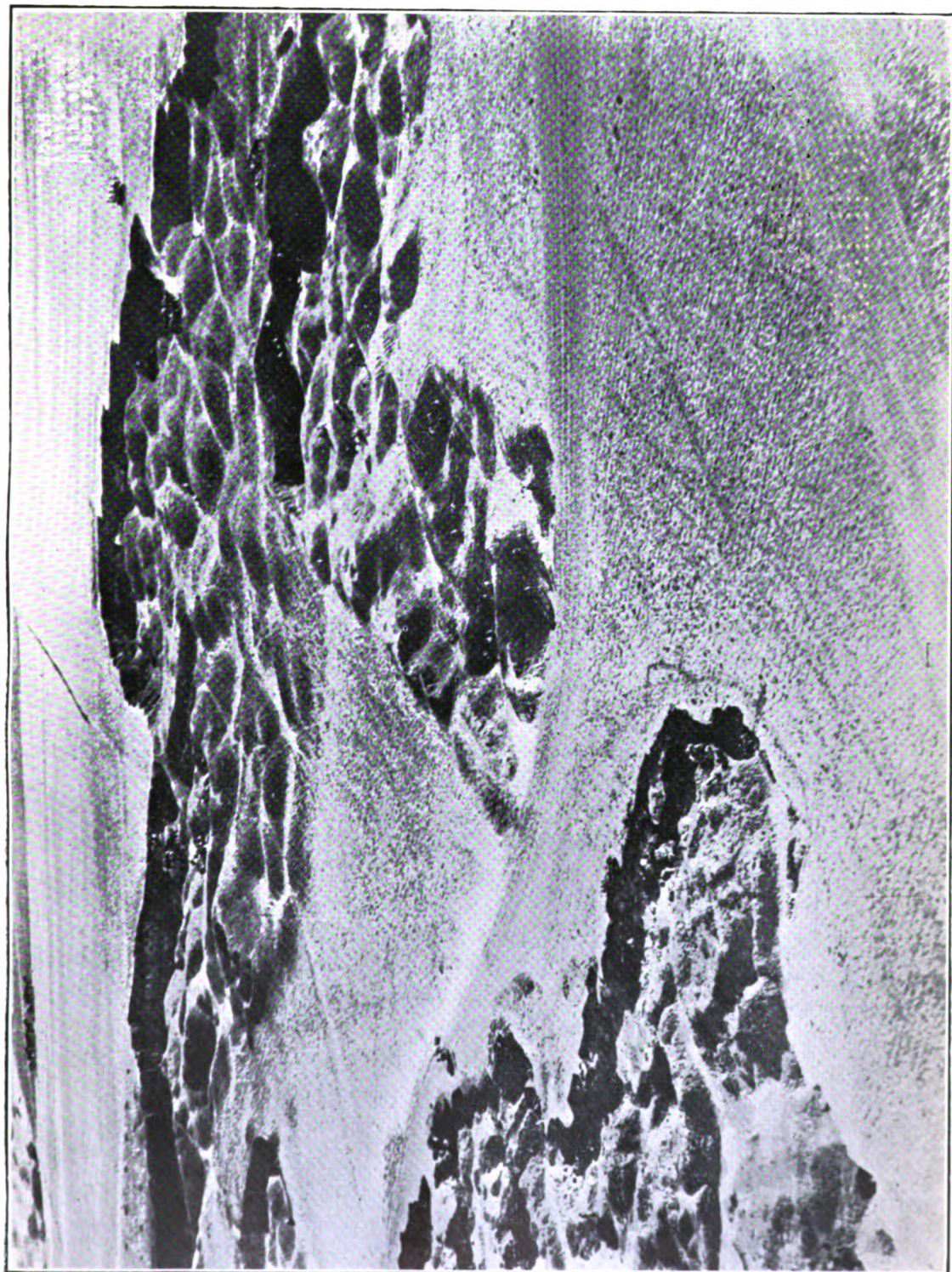
- (a) Photographing all essential points before the operation took place so that the best route could be selected, watering places marked down, river crossings chosen, and points prepared for defence avoided ; and
- (b) Carrying out a general reconnaissance of the area while the raid was in progress, so that a concentrated aeroplane attack could be delivered with the object

of breaking down resistance, when the cavalry reach their objective.

There is one point in connection with this type of operation which cannot be too strongly emphasized, and that is the intense vulnerability of cavalry to attack from the air, which factor makes it extremely doubtful if enterprises of this nature could be undertaken in the face of a superior hostile air force, or even in the face of an air force, complete superiority over which had not been attained. Not only are formed bodies of cavalry very visible to the air, but also cavalry constitute a most attractive target for the airmen to attack, because the results are generally considerable, owing to the panic of the horses. An idea of how visible cavalry formations are from the air, can be obtained from the study of photographs included in this article. It may be argued that the vulnerability of this attack will be circumvented by advancing in open formations. It is, however, thought that an enterprise carried out under these conditions would lack cohesion, and could not be accomplished rapidly enough to achieve its object. Before the cavalry carried out their raid on Nazareth in the last war, such complete air superiority had been attained that not a single Turkish or German aeroplane was in the sky, and one can only wonder if they would have been so completely successful if this had not been so. It is thought that if complete air superiority has not already been attained, the first duty for our own aircraft to perform during an operation of this nature, is to concentrate on maintaining superiority during the course of the raid.

Pursuit.

It is a curious fact how very rarely a military commander has, in recent years, been able to follow up a successful battle by an effective pursuit. In the case of the retreat of the Bulgars from the Salonika Front, the few aeroplanes which were operating with that force caused enormous casualties by bombing the retreating enemy while in certain defiles, the land forces being quite out of touch with them. It is however, difficult for an



air force alone to turn a retreat into a complete rout. The ideal to be aimed at is illustrated by the historic example in Palestine during the last war, where the Royal Air Force located the retreating Turkish Army just entering a difficult defile. They were able to bomb the head of the column so that the defile became blocked and our cavalry had time to come up and complete the rout. As victory can only be really conclusive if it is followed up by an effective pursuit, it is obvious that the close co-operation of aircraft with cavalry at this phase of an operation is absolutely essential. Not only would the aircraft be employed with a view to blocking the avenue of retreat of the beaten army, but also they would keep the cavalry informed as to the route and position of the army. In this way the cavalry should be able to concentrate at the right point and not waste too large a proportion of their force reconnoitring fruitless areas.

To summarise the co-operation required by cavalry from aircraft, it must always be realized how vulnerable to air attack cavalry are and therefore how essential air superiority is to the successful performance of their duties. As the commander of a mobile force will probably be operating against forces equally mobile, the information most vital to him will be that concerning the activities of formed bodies up to some forty miles in front of his leading troops. The information concerning the forces on his immediate front he should be capable of supplying for himself. Finally, cavalry commanders conscious of the difficulties they have experienced in the past in getting clear and concise instructions from superior commanders, must remember that the orders and instructions their air force want from them must be as definite, clear and concise as those they themselves expect to receive.



*A SHORT ACCOUNT OF THE ROYAL ARTILLERY
HARRIERS*

By CAPTAIN W. SCOTT-WATSON, M.C.

It is good to think that there still remain a few areas where a man can ride for a mile or two without having to endanger his life on a tar-mac road. Such an area is that wonderful, rolling space of down-land known as Salisbury Plain, so familiar to all who have been stationed at Tidworth or Bulford, and so renowned for the quality and vigour of the hares that inhabit it. For the benefit of officers of the Royal Artillery stationed on the " Plain " there exists a pack of harriers, which was started about twenty years ago and which has been maintained by them ever since, excepting during the years of the late war. It is a little difficult to reconstruct the history of the pack before the war, as all records have been lost ; but it appears that it was started in 1907, and that Major J. G. Geddes was the first master.

The initial step towards the restoration of the pack after the war was taken in 1919, when the officers resumed hunting the country, using for the purpose the Isle of Wight pack, very kindly lent for the season by Mrs. Hobart. The following year it really got going again, for the Instow pack of West Country harriers was purchased and the building up of the present pack thereby commenced. In 1922 and 1923 drafts were brought in from the North Norfolk, in order to introduce some Stud Book blood, and to enable hounds to be shown at Peterborough. This is no place to enter upon the thorny discussion of Peterborough and of Stud Book hounds versus West Country hounds ; it can only be said that in the pack at the moment there are some really good hunting Stud Book hounds and some tolerably



THE MASTER, WHIPS AND PACK, SEASON 1926-27

Capt. R. A. ARCHER
3rd Whip

THE MASTER
Capt. W. SCOTT-WATSON

Mr. L. R. WARD
2nd Whip

Mr. J. N. PURDON

Mr. H. V. SAUNDERSON
1st Whip

good looking West Country hounds, while it consists of about half and half of each type. Experts say that it takes seven years to build up a pack, and this, the seventh season since the war, finds the Royal Artillery Harriers a pretty level lot. It may seem that a rather big type of harrier is aimed at, for the bitches at present average about twenty inches and the dog-hounds twenty-one and a half, but it is suitable to the country. The writer heard a well-known professional huntsman, who was judging at a harrier show last autumn, state that a big hound was not required for hare hunting as the hare got caught too quickly—obviously he did not know the Salisbury Plain hare ; indeed, the strength and straightness of the beast must be experienced to be believed.

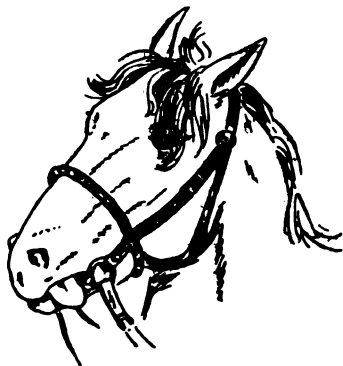
The country lies entirely within the Tidworth territory and is mostly down-land, though there is a little arable in places where some natural fences are to be found ; these last are a source of great joy to their owners, who delight to see the hunt negotiating them. To make up the deficiency elsewhere, hunt jumps have been erected through the cattle enclosures which abound on the southern side of the country. Of course, every master holds that his own is the best crowd of farmers in England, but certainly the sturdy Wiltshiremen are hard to beat, for everywhere off the Government ground the Harriers always receive a hearty welcome from the owners or occupiers of the land.

It has been stated above that the " Plain " hare is really worth hunting. In support of that point, the writer would add that these notes are penned when he is fresh in from a hunt of thirty-five minutes, during which he covered some seven miles and handled a hare as stiff as a poker at the end of the run. The only objection to her—from the huntsman's point of view—is that she is rather numerous, for over and over again a well-run hare has been saved by her many friends. The shooting of hares is encouraged everywhere, and in the past organized drives have been arranged, so that the numbers are now fairly reasonable ; certainly in the western half of the Artillery Ranges there are not too many. Last season the hounds scored what is

probably their record run ; finding a hare between the Stonehenge Inn and the School of Artillery, they ran her right across the Artillery Ranges and killed half a mile beyond Ell Barrow, on the extreme northern end of the Ranges—a six-mile point (nine as hounds ran) in forty-five minutes, with only one very slight check.

Since the pack is run entirely by soldiers to show sport to other soldiers, the meets take place about 1.30 p.m. as a rule, and hunting goes on till dark ; but the day is long enough for most, for hounds are hunting and horses galloping nearly all the time, as the country is 90 per cent. grass and the going is of the very best. There are many worse forms of amusement than a fast gallop over the plain after a good, straight-running hare ; although, of course, the “unavoidables” are conspicuous by their absence.

Naturally, the huntsman and whips are all amateurs drawn from the various Artillery units stationed on Salisbury Plain. To young officers who, in addition to enthusiasm for the negotiation of obstacles, have an interest in the “dog” part of the business, the harriers afford an excellent opportunity of acquiring the elements of hunting and kennel management. The kennels are situated in Bulford Camp and the staff consists of a kennelman and two feeders. Charles Tyler, the kennelman, and his merry men keep the hounds very fit, and do the greater part of the exercising. Their responsibilities in this direction are particularly heavy during the summer time, for then the intensity of military training makes it difficult for the master and whips to devote to the pack the attention it needs.





MEDDLER.

A very good type of Stud Book Harrier.
Has served several very good litters.

SINISTER.

Said to be descended from John Peel's old hounds.
He has the best of noses and a wonderful cry.

A Meet at the Officers' Mess of the Prince of Wales's Volunteers,

GAUNTLET.

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A SHORT HISTORY OF THE 12th MANITOBA DRAGOONS

By **LIEUTENANT-COLONEL H. A. CROLL, V.D., m.s.c.,**
Officer Commanding the 12th Manitoba Dragoons.

THE 12th Manitoba Dragoons, familiarly designated "The Buffaloes," possess the proud distinction of being the senior cavalry unit of the Active Militia of Western Canada. Their origin can be traced to the formation of the Virden Home Guard in the spring of 1885, during the stirring times of the North-West Rebellion, when this unit was formed under Captain Thomas Routledge and Lieutenants G. V. Young, M.D., and John Taylor. After the rebellion had been put down, the Virden Home Guard continued in existence, drilling and practising musketry. Later it was converted into the 6th Company of the 91st Battalion, Manitoba Light Infantry, under Colonel Sam Bedson, and was armed with the Snider rifle. When the 91st Battalion was disbanded in 1892, No. 6 Company was retained as the Virden Independent Company of Infantry.

In 1893, the Manitoba Dragoons was formed with the Virden Company as "A" Squadron, under Captain T. Routledge, and "B" Squadron at Portage la Prairie, Manitoba, under Captain H. J. Woodside. The establishment of each squadron was one Captain, one Lieutenant, one Second Lieutenant and thirty-five other ranks. They were armed with swords and the Winchester carbine and were uniformed with red serges with white facings, black breeches with a double white stripe, and the round forage cap. The officers and men purchased their own white helmets and top boots. Colonel Villiers, D.A.G., inspected "A" Squadron shortly

after their organization and expressed himself as well pleased with their work. Captain E. A. C. Hosmer, who later commanded the regiment, gained the distinction, at a long course at the Royal Military College, Kingston, of obtaining the highest marks that had ever been awarded there.

According to General Order 10, of 1895, the regiment obtained the highest number of marks for efficiency of any cavalry corps in Canada, "A" Squadron being especially good in mounted drill. In this year a detachment from the regiment was sent to the Imperial Diamond Jubilee at London.

The Winchester carbine was withdrawn in 1897, and the Lee Metford carbine issued. Major-General Edward T. H. Hutton, C.B., A.D.C., inspected the unit in September, 1889, expressing himself as being well pleased with its efficiency. When a Canadian contingent was accepted by the Imperial authorities for service in South Africa, twelve officers and forty-two men volunteered from the regiment, joining with Strathcona's Horse, the 1st, 2nd and 5th Canadian Mounted Rifles. Lieutenant F. V. Young was highly commended in dispatches for conspicuous gallantry in the re-capture of the Jamieson guns from the enemy at Klip Kop in June, 1900. Major E. A. C. Hosmer went to South Africa as Second-in-Command of the 5th Canadian Mounted Rifles.

On 1st June, 1901, the Canadian Mounted Rifles were organized, under Colonel T. D. B. Evans, C.B., A.D.C., absorbing all mounted units in Canada. "A" Squadron consisted of the Royal Canadian Dragoons at Winnipeg, Manitoba, "B" was from Virden, Manitoba, "C" from Souris, Manitoba, "D" and "E" from Portage la Prairie, Manitoba, and "F" from Brandon, Manitoba. The remaining squadrons were from Eastern Canada. In this year "B," "C" and "F" Squadrons trained at a camp at Brandon, and "D" and "E" Squadrons at a camp at Portage la Prairie. Lee Enfield rifles were at this time substituted for the Lee Metford carbines, and through the experiences of the South African War, the use of the sword was abolished and the troops trained in the use of the rifle and bayonet only.

General Order No. 19, of the 1st July, 1903, organized "B," "C," "D," "E" and "F" Squadrons of the Canadian Mounted Rifles into the 12th Manitoba Dragoons, with Lieut.-Colonel E. A. C. Hosmer as Commanding Officer and Major F. J. Clark as Second-in-Command. Squadron headquarters were established as follows: "A" Virden, "B" Souris, "C" Portage la Prairie, "D" Minnedosa, "E" Brandon. The establishment was headquarters, seven officers, seven other ranks, thirteen horses; five squadrons each of three officers, fifty-seven other ranks and fifty horses. Sir Daniel Hunter McMillan, K.C.M.G., Lieutenant Governor of Manitoba, was in 1904 appointed Honorary Colonel of the corps and still maintains that position. Sir Daniel has been very generous in promoting the efficiency and welfare of the regiment. Captain H. D. B. Ketchen, now Major-General, District Officer Commanding Military District No. 10, was at this time made Officer Instructor to the 12th Manitoba Dragoons, and continued in this capacity for several years, and no doubt the efficiency of the regiment is due in a great measure to his thorough and capable instruction.

In 1904, a regimental camp was held at Brandon, Manitoba. The squadron commanders were: "A," Major G. Clingan; "B," Major A. L. Young; "C," Major H. J. Cowan, "D," Major F. V. Pickering; "E," Major J. W. Fleming. A regimental badge of a Buffalo charging was adopted, and later regimental buttons bearing a buffalo's head were worn by the officers.

At the 1906 camp, Brigadier-General F. J. Aylmer, V.C., the Inspector-General, visited the regiment and expressed himself extremely gratified with the proficiency exhibited. In his report he stated: "The Western Cavalry is the finest in the world. At Brandon I had a regiment go past me at the gallop and you could have drawn a string across the line of horses' noses and every man sitting like a war god."

Major-General P. H. N. Lake, K.C.M.G., C.B., inspected the regiment at the camp at Sturgeon Creek, Manitoba, in 1907, and expressed satisfaction, especially with the mounted

work and the evidence of good discipline. In 1908, Major A. L. Young had the honour of commanding the Western Cavalry at the Tercentenary Celebration at Quebec, of which General W. D. Otter said: "I can say that the conduct and appearance of the Western Cavalry was one of the most delightful features of a splendid day. Workmanlike, efficient and of a splendid appearance, the cavalry of Western Canada was a surprise, almost a sensational surprise, to the military critics, not only from Great Britain, the United States and France, but from Eastern Canada."

In 1909 Lieut.-Colonel Francis J. Clark assumed command of the regiment, which was with the 16th Light Horse, and 18th Mounted Rifles organized into the 4th Cavalry Brigade under Lieut.-Colonel E. A. C. Hosmer as Brigadier, and Major A. L. Young as Brigade Major. The Ross rifle, Mk. II. with Mk. III. sights, was issued to the regiment in lieu of the Lee Enfield rifle. At the training camp in Brandon this year, Brigadier-General W. D. Otter was complimentary in his remarks regarding his inspection of the unit, which was extremely thorough, as was his custom.

Earlier "C" Squadron at Portage la Prairie had been transferred to become the nucleus of the 18th Mounted Rifles, and a new "C" Squadron for the 12th was organized under Major J. G. Rattray at Reston, Manitoba. Lieutenant A. D. Rankin and Lieutenant James Kirkcaldy were also lost to the regiment, the former becoming the first commanding officer of the 99th Manitoba Rangers and the latter, afterwards Brigadier-General James Kirkcaldy, of the ——— Brigade, C.E.F. In 1910, "C" Squadron was transferred to the 20th Border Horse, leaving the 12th Manitoba Dragoons with but four squadrons. Sir John French, accompanied by Colonel V. A. S. Williams, Inspector of Cavalry, in this year inspected the corps at the Brigade Camp at Sewell. General French spoke very highly of its work and at this time forecasted the action of Canadian troops in future Imperial wars. Major L. J. Lipsett, of the 18th Royal Irish, had been loaned by the War Office to Canada, and was District Staff Officer. His

work in the district was invaluable, especially in field manœuvres and staff rides, and the training of the regiment was, as a consequence, highly increased.

The 4th Cavalry Brigade was re-numbered the 6th in 1910, and in 1912 was re-organized, consisting of the 12th Manitoba Dragoons, 18th Mounted Rifles and the 20th Border Horse with the 36th Battery Canadian Field Artillery, and Canadian Army Service Corps and Canadian Army Medical Corps.

In 1910, the first camp was held at Sewell, Manitoba, afterwards known as Camp Hughes. For many years this was a large cavalry camp. In 1912, General Colin MacKenzie inspected the troops at Sewell. In addressing the officers of the 12th Manitoba Dragoons, he urged them to keep up their present state of efficiency and to be at all times prepared to take the field. He especially recommended the study of cavalry tactics. In this year the drill order uniform was changed to consist of khaki serges, Bedford cord breeches and tan leather leggings. At the end of the year, Lieutenant-Colonel A. L. Young was appointed to command the regiment, Colonel F. J. Clark being promoted to the command of the 7th Cavalry Brigade, with Major G. Clingan, 12th Manitoba Dragoons as Brigade Major. In the following year, Sir Ian Hamilton, accompanied by the Minister of Militia, General Sir Sam Hughes, inspected the regiment and paid complimentary remarks as to its work in the field on manœuvres and also at drill.

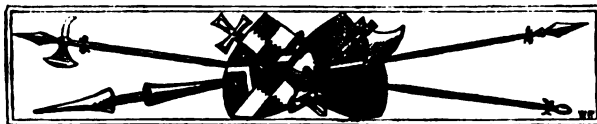
In 1914, Colonel E. A. C. Hosmer was appointed the Honorary Lieut.-Colonel of the regiment which at this time was allied with the 12th Prince of Wales Royal Lancers, which alliance still continues. The motto adopted for the new regimental badge was "Ubique honor et equus." A training camp was held at Sewell in July, and on the outbreak of war in August the Commanding Officer placed the regiment at the disposal of General Sam Steele, the District Officer Commander, for service overseas. As, unfortunately, no complete militia units were being accepted, this offer was not made use of. However, seventy-three Dragoon officers and 914 other ranks

from the regiment joined various Canadian Expeditionary Force units, with the result that the regiment was well represented in the 1st and 10th Canadian Mounted Rifles, the 5th (Western Cavalry) Battalion, the 32nd (Western Cavalry) Battalion, the 8th, 10th, 44th, 45th and 79th Battalions.

Three former 12th Manitoba Dragoons officers, James Kirkcaldy, Hugh M. Dyer and Daniel M. Ormond were brigadiers during the war, and fourteen former 12th officers commanded regiments or battalions, while a number were employed as staff officers.

The regiment was re-organized in 1921, with Lieut.-Colonel A. L. Young commanding, Major H. A. Croll, who had served as Adjutant of the regiment for eight years, second in command, Major J. M. Donaldson commanding "A" Squadron at Brandon, Major J. W. Candlish commanding "B" at Souris and Major R. Harrison commanding "C" at Minnedosa. On the lamented death of Colonel E. A. C. Hosmer, Brigadier-General H. M. Dyer, C.B., C.M.G., D.S.O., was appointed Honorary Lieut.-Colonel. In 1925, Lieut.-Colonel H. A. Croll was promoted to command the regiment, with Major J. W. Candlish as second in command. Training of a limited nature was commenced in 1921 and has been steadily continued, lack of funds preventing the regiment from training at full strength. However, the *esprit de corps* is as strong as ever and the regiment is ready to take the field and give a good account of itself should the occasion arise.

The present establishment is a Headquarters Squadron of twelve officers and ninety-one other ranks, with three Service Squadrons each of six officers and 118 other ranks.



CAVALRY IN THE PALESTINE CAMPAIGN.

Translated from an article by MAJOR O. WELSCH in the
"Militär-Wochenblatt."

THE decision come to by England to pass the Suez Canal to the East belongs, from a military point of view, to one of the most important, and most valuable in results which is to be found, not merely in the Eastern Campaign, but in the whole course of the World War. Very possibly this decision would not have been carried into execution had General Foch at that period exercised command over all the armies of the Entente, for just at this moment England was intent upon making the War serve as the instrument of the Imperial policy which for very many years past she had pursued. The army, drawn from many nations and races, which Lord Allenby led into the heart of Palestine and Syria, was not called upon to suffer and die for the high ideals of the Entente, but purely for the selfish aims of British world dominion, which extended far beyond the boundaries of Palestine and were directed to the Persian Gulf and India. Considered from the purely historical point of view, the English offensive, commenced in 1916, led at long last to the collapse of the Turkish front in Palestine in 1918, and so to the end of Turkey's share in the War.

This small introduction or preface is necessary in order to estimate at its full value the result of the events about to be touched upon, together with the contribution thereto of the British Cavalry.

Between the Suez Canal and the old Turko-Egyptian frontier lies what is known as the Sinai Desert. In 1915 the Turks, taking with them huge water convoys, crossed this

strip of desert from east to west in nine marches, and during the whole of this year remained the undisputed masters of the desert: so that the very first stage of any English offensive involved the regain of this territory and the pushing forward of their advanced base to its further edge. A commencement was made in 1916 by making use of the railway which, beginning at Kantara on the Suez Canal, ran eastwards along the coast, following much the same route as that traversed by Napoleon. In defiance of the rights of nations, this railway line was completed by the enlisted Egyptian Labour Corps, and, as each section was completed, detachments of troops were pushed forward for its protection.

These covering parties for the railway were almost wholly composed of cavalry bodies, to which were detailed also the accompanying detachments of horse artillery, flying corps, etc. The necessary foraging and watering of thousands of horses for a period of many months in a waterless desert and under great extremes of temperature, would have been wholly impossible of accomplishment had not the English laid a water-pipe line alongside the railway, thus overcoming the horrors and dangers of desert life. This pipe line was merely an extension of the Sweetwater Canal, which, sixty-five years ago, was cut from Cairo to Ismailia, and in this way an ancient prophecy seems to have come to fulfilment in our time, whereby it was decreed that Turkish dominion over the Arabs would end when "the Nile should flow into Palestine."

Coincident with the establishment of this inexhaustible water supply on the north of the desert, the English also carried out a systematic destruction of all wells and springs which existed in any other direction east of the canal. These measures not only checkmated the plans of Djemal Pasha for a repetition of the attack on the canal conducted in 1915, but they made quite impossible any great offensive on the flank of the railway which might otherwise have been projected. Thus the year 1916 passed resultless in the northern section of the scene of operations, while the British railway went relentlessly forward across the wastes of desert. The

covering troops consisted for the most part of the Australian Light Horse Division and the New Zealand Mounted Rifles, which had been transferred to the canal area after the evacuation of the Gallipoli Peninsula, and also of regiments of English Yeomanry and of the Imperial Camel Corps.

The first serious collision between the opposing forces took place at Easter, 1916, in the El Katia Oasis, where the Turkish Desert Corps, commanded by Major Freiherr von Kress, surprised the British troops in their camps and captured a regiment of cavalry and a company of sappers. In a subsequent action at El Romani, however, which took place some few weeks later, considerable forces being employed on either side, victory rested with the British, a Turkish flanking party which had been sent forward against the canal being completely destroyed.

The remaining actions were for the most part attacks by the British about the old caravan road, Bir el Abid—El Arish—Maghebra, made in order to gain ground for pushing forward railhead. These were all conducted in the same manner—a sudden advance, and wide encirclement with subsequent attacks on all sides by dismounted fire—and by these measures the frontal defences of the small Turkish posts were reduced to but trifling value. In the course of these successes the British cavalry finally arrived at a stretch of desert the surface of which resembled a frozen sea, where few points of observation were to be found and the flanks disappeared into mere troughs of sand.

Leaving the actual desert country out of consideration, Palestine, bar the serious dearth of watering facilities, offers many advantages for the employment of cavalry bodies. The country is but thinly populated, there are few railways, telegraphs or other means of inter-communication; and these circumstances all favour the carrying out of independent and wide-encircling movements by mounted detachments, and enabled these—particularly when equipped with wireless—almost invariably to employ surprise to the fullest possible extent. The advantages for the employment of cavalry

afforded by the special characteristics of the theatre of war had early become known to the British, and were a welcome contrast to those conditions which obtained on the Western Front where matters were wholly different. During 1916 the proportion of infantry to cavalry divisions had been as 4 to 1 in the British Army in Palestine; in 1917 the proportion fell to 9 to 3; and in 1918 to 7 to 4; and this preponderance was all the worse for the Turks, since, partly through scarcity of mounts, partly owing to the want of forage and the difficulties of water supply, the British cavalry could no longer be seriously opposed by Turkish cavalry.

At the beginning of the year 1917 the British advance was brought to a standstill on the Gaza Front.

It does not come within the scope of this article to describe all the repeated engagements which took place on the Palestine frontier, causing the British many heavy losses, while they found themselves unable to accomplish any further advance. In the third battle of Gaza, however, which opened on the 23rd October, 1917, and forced the gateway into Palestine, the British cavalry played a very conspicuous role. Three cavalry divisions took part, dismounted, in the frontal attack, while an Australian cavalry brigade outflanked the eastern end of the Turkish position. There stood the 3rd Turkish Cavalry Division—practically the only one placed on a war footing when mobilisation took place—originally entrusted with the protection of the flanks, but which was sent elsewhere by the commander of the Turkish flank detachment, and this derangement seems to have decided the fate of the day. The Australians suddenly made their appearance in rear from the direction of Bir es Saba, charging into the back of the Turkish trenches, and by shattering this corner-stone brought down the whole Gaza front. Later in the course of the action the Turkish line was frontally penetrated on the other flank, so that on the 30th October the Turkish commander was forced to order the retirement to commence. The British cavalry was now very skilfully employed on the junction of the 7th and 8th Turkish Armies, contributing in no small measure to the decisive results obtained.

After the capture of Jerusalem the Turkish front was re-established in Samaria ; at the end of February, 1918, the line ran from a point on the Mediterranean between Jaffa and Haifa, crossing the Jerusalem railway, south of Nablus, and thence in a general south-easterly direction to the Jordan, swinging to the south on the eastern bank of that river towards the northern coast of the Dead Sea, leaving Jericho and the Jordan bridges to the British.

It must here be explained that the Jordan Valley is synonymous with the depression which exists throughout the whole of Palestine and Syria, and which in the neighbourhood of Jericho lies some 350 metres below sea-level, while Jerusalem lies 700 metres and Es Salt about 850 metres above the sea. The Jordan Valley may therefore be regarded as offering a very difficult military position, since the Turkish front was cut into two and any continuous line of defence was out of the question. The position there of the 4th Turkish Army, east of the Jordan, was reduced to a ridge astride the Jerusalem—Es Salt road, with isolated posts connecting with the 7th Army at the Dead Sea ; so that, especially by night and when the assistance of native guides was forthcoming, a breakthrough of the weak and disjointed Turkish line was hardly to be avoided.

These were the preliminary conditions which occasioned the two great raids made by the British cavalry in the spring of 1918, whereby Allenby endeavoured to effect a junction with the army of King Hussain and so encourage that ally to greater efforts. These were independent cavalry operations on the grand scale, in comparison with which there is nothing to be found in any other theatre during the whole course of the War. They are the more interesting to German students, since one of these cavalry attacks was beaten back by a Turkish cavalry division commanded by a German officer.

During the night of the 22nd—23rd March the British threw four bridges over the Jordan. A Scottish infantry division attacked the Turkish position on the Es Salt road in front, while a cavalry division, moving south of Tel Nimrin,

marched with weak forces against Es Salt, taking that place after a brief action, and then moving on with the bulk of the division, and by the shortest route, upon Amman. This town was reached on the 26th and invested with the assistance of some of King Hussain's troops ; but later, the Turkish cavalry division having on the 28th re-occupied Es Salt, Amman had to be abandoned and the British fell back behind the Jordan. In Allenby's despatch he puts the blame for the ill-success of this operation on the weather, and as a matter of fact it *did* rain in torrents. For example, one battery took thirty-six hours to cover no more than eight English miles. Matters were seriously impeded, but none the less the Arabs were able to take the opportunity of blowing up the railway line in several places in the neighbourhood of Amman, and the repair of these breaches took up much valuable time.

A month later, Allenby proceeded with his plans, but in view of recent experiences, he decided to carry out his next raid with a more limited objective, intending this time to attempt the capture of Es Salt only, handing over the town, when taken, to the commander of the Hedjas Army. On this occasion two cavalry divisions were to gain the rear of the Turkish position. Of these, one placed itself astride the Es Salt—Ed Damieh road, facing the Jordan, so as to bar the way to any Turkish reinforcements ; while the other reached Es Salt, for the second time, about six o'clock in the evening. When the 8th Turkish Corps found its position about Tel Nimrin once more frontally attacked by infantry, while it was threatened on the flanks and its line of retreat cut off, it was in something of a fix. It managed, however, despite heavy losses and with little prospect of support, to hold out for two days and thus made its salvation possible, for in the meantime the Turkish Commander-in-Chief was able to send forward Colonel Böhme's 24th Turkish Infantry Division in hot haste to Ed Damieh, supported by the German Infantry Regiment No. 146, and the 3rd Turkish Cavalry Division. Colonel Essad Bey, the gallant leader of the last-named, who was wounded in this action, thrust himself so opportunely

between the two British bodies, that nearly the whole of the horse artillery fell into his hands, and thus matters took a very happy turn for the Turks.

In view of the bad fortune attending these attempts, Allenby did nothing further in the nature of cavalry employment for some months ; and only in the final act of the great drama, when he suddenly broke through the enemy position on the 19th September, 1918, did the British cavalry have another opportunity of playing a decisive role.

During the night of the 17th—18th September, a party of Bedouins of King Hussain's force suddenly attacked the railway station at Deraat, destroying the water tower and the railway works. Early on the morning of the 19th, heavy shell fire was opened against the right wing of the 8th Turkish Army, while many air squadrons attacked the Turkish aircraft depots and prevented anything like reconnaissance by Turkish aeroplanes being made. For certain reasons, which need not be gone into, the Turkish division stationed here near the sea, failed to stand fast and fled to the rear, and consequently the British Desert Mounted Corps, which was standing ready for action, was able to pass through the gap thus opened at 9 a.m. and marched northwards along the sea shore. English authorities give the strength of this corps as 27 units of mounted troops, some of which consisted of mounted infantry, specially trained, pack artillery and armoured cars. To these the road to Nazareth and Besan now stood open.

In order to make clear the critical situation of the Turkish armies, it must be explained that their line of retreat to Damascus lay either *via* Nazareth or by way of Besan, while at the latter place was the only bridge over the Jordan ; neither place possessed any really efficient garrison, while there was not one single battalion of reserve troops behind the Turkish front. Finally, the blockade of the Jordan valley might well lead to something like a real catastrophe. It seems, however, that the British authorities were unaware of the total absence of any reserve in rear of the Turks, or

possibly they suspected a trap, for the cavalry went forward very cautiously, and it was only at daybreak on the 20th September that the 13th Cavalry Brigade appeared in Nazareth, the headquarters of the Turkish Army Group, which was able to leave the town just in the nick of time. During the course of the same day the Australians reached Besan and also the vicinity of Tiberias, and now the very danger threatened the Turks of which mention has above been made. The retreat of the 7th and 8th Armies had commenced in tolerable order, and they managed, though not without heavy losses, to cross to the east bank of the Jordan by making use of a bridge to the south of Besan. Here a squadron of the German Asiatic Corps, under Lieut. von Franckenberg, had an opportunity of distinguishing itself, while two complete Turkish divisions, detailed to cover the passage of the river, surrendered to a single regiment of Indian cavalry.

In the strategic pursuit organized by Allenby the Desert Mounted Corps played a great part. While the 7th British Infantry Division, accompanied by sappers with explosives, marched along the coast towards Tripoli, the 5th Cavalry Division and the Australian Mounted Division pressed on through Tiberias, and the 4th Cavalry Division moved on Deraat, here joining hands with the Sherifian army. After breaking down the opposition offered by a few weak rearguards, mostly under German leaders, these cavalry bodies effected a junction at Damascus, occupying the town after a certain amount of fighting on the 1st October. On the 26th, Aleppo was captured, when the military occupation of Syria was completed.

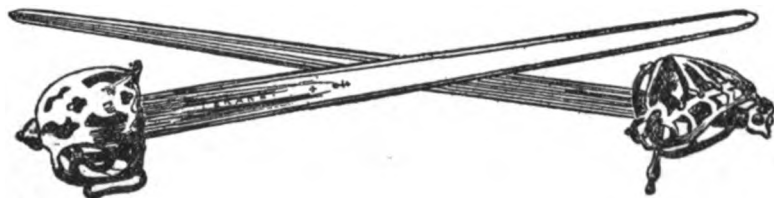
For the British cavalry this occupation was no more than a *sportliche Leistung*, which had occasioned but few losses. The carrying of it out was a matter of organization alone, especially in regard to forage and water supply. After the battle of Gaza the desert railway was successfully linked up with the Turkish railway system, so that goods trains could proceed direct from Cairo to Ludd, the main advanced base in rear of the British front; but after the fall of Jerusalem, Allenby established a sea base at Jaffa, which at the commencement

of the occupation was moved to Haifa. A single steam vessel was now able, in one bottom, to bring up to the troops at the front more supplies than the Syrian railway had been able to carry forward in three months. The Egyptian Camel Transport Corps and the large British park of light lorries were established at Haifa, and these carried, as far even as Aleppo, many thousands of bales of compressed hay and straw, as well as hundreds of motor engines, pumps, and boring material, sufficient to provide improvised watering places for detached squadrons.

Regarded from a high standpoint the campaign in Palestine was a war waged by the three giants—Capital, Labour and Science—against primitive man and his camel, a war of which the final outcome could never be in doubt. On the one side, were wealth and superb organization which, allied, overcame all the natural difficulties of the country ; on the other side were poverty and improvisation, which did not suffice for the requirements of the hour, still less to repel the invaders.

Looking upon the events of the campaign as a whole one may say without exaggeration that England won the War in Palestine mainly by the use of her own cavalry and that of the Dominions. Things might perhaps have turned out very differently had the Turks been in a position to oppose the British horsemen with equal numbers of the same arm.

The question which has been raised after this War, as at the conclusion of all those which have preceded it—whether cavalry is or is not vitally needed as the component part of an army, calls for the most serious consideration, in view of the cry which has been revived for its abolition or reduction.



NOTES

PLEASE NOTE !

OWING to doubt having been expressed as to the extent to which serving officers or soldiers may contribute articles to THE CAVALRY JOURNAL, it is notified for general information that THE CAVALRY JOURNAL is issued with the sanction of the Army Council. Officers and soldiers are, consequently, encouraged to submit papers for publication, especially those dealing with modern thought on cavalry subjects, on the understanding that the Editor will obtain from the War Office the necessary permission for publication. A statement should be enclosed from the authority (if any), under whom the applicant is immediately serving that such authority has no objection to permission being applied for.

REGIMENTAL ALLIANCE

The King has approved of the following Regimental Alliance :

The 8th New Zealand Mounted Rifles (Nelson) to the 10th Royal Hussars (Prince of Wales's Own).

AN EXTRACT FROM THE SECRETARY OF STATE FOR WAR'S
SPEECH IN THE HOUSE OF COMMONS ON THE ARMY
ESTIMATES, 7TH MARCH, 1927.

Military experts have directed attention to two grave defects in the cavalry organization and equipment, i.e., insufficient mobility and inadequate fire power. The former is due to the excessive weight the troop horse has to carry which reduces a regiment's speed and range of action, and its slow-moving transport : the latter, to insufficient machine guns

and the unsuitability of the Hotchkiss gun. As a result, steps are being taken for the immediate provision of eight machine guns instead of the present four, to be carried in mechanical vehicles instead of on pack horses, for all the cavalry regiments at home, and mechanical vehicles for first line transport for the six regiments of the 1st and 2nd Cavalry Brigades, to be extended to the remaining regiments at home as funds become available, subject to such modifications as experience may suggest. The number of men and horses will consequently be reduced.

The new organization of a cavalry regiment will consist of a headquarter wing, a mechanized machine gun squadron, two sabre squadrons, and mechanized first line transport.

With the abolition of the cavalry depot, a reduction of forty-seven officers, 1,294 other ranks and 1,445 horses in the cavalry of the line will result, making a saving in 1927 of £93,000, rising in a full year to £237,000.

[Comments on the new organization of cavalry regiments are withheld until further information is available.—ED.]

THE CAVALRY DEPOT, CANTERBURY

The Cavalry Depot which is now under orders for disbandment on 13th June, 1927, was re-formed on 1st February, 1923, on which date Colonel B. G. Clay, C.B., C.M.G., D.S.O. (late 7th Dragoon Guards), assumed command. The Depot was organized into three squadrons: "A," the Dragoon Squadron; "B," the Hussar Squadron; "C," and Headquarters, the Lancer and Headquarter Squadron. Owing, however, to the varying recruit requirements of regiments, it was found impracticable to keep Dragoon recruits in the Dragoon Squadron, and so on. It was possible to accommodate and retain for training 18 squads of 30 men each, but when these numbers were exceeded recruits were sent direct to regiments untrained, after final approval.

The period of recruit training was 14 weeks, during which time each recruit completed 143 hours foot drill, sword exercise and rifle manual, 70 hours musketry, 25 hours wooden horse exercise, 70 hours physical training, 98 hours education and 35 hours lectures.

The following results, obtained in 14 weeks training, may be of interest:

Musketry, 1924	..	..	854	qualified out of	1,023
1925	..	..	1,137	„ „	1,235
1926	..	..	1,391	„ „	1,410

The first squad of 26 men sent to the Queen's Bays since their arrival from abroad, in 1927, reached an average of 88.82 in Table "A" Classification.

Education in 1926. 7.5% obtained 2nd Class Certificates.
82.1% obtained 3rd Class Certificates.

Physical Training Field Test Records

100 Yards .. 11 seconds. Run in gymnasium shoes.
High Jump.. 5 ft. 1 in. In gymnasium shoes.
3 Miles .. 17 minutes. Run in gymnasium shoes.

There are many facilities for sport, both for N.C.O's and trained soldiers and recruits. The two Sports Meetings in the summer of 1926 produced as many entries as could be dealt with, i.e., 475 out of 520 and 440 out of 490. In the Boxing Meetings during the winter, 1926-7, there were 97 entries out of a possible 300, and at the second meeting 60 entries out of 230. The Depot Football team won the Canterbury and District Charity Cup in 1923-4, and in 1925-6 won the Canterbury District League, Junior Section, and the Cinque Ports League, Junior Section.

On 1st February, 1927, Colonel E. F. Twist assumed command of the Depot.

Seven thousand and eight recruits will have passed through the Depot during its period of existence, i.e., 4 years, 4½ months.

OBITUARY

Arthur Annesley, 11th Viscount Valentia

It is with very great regret that we announce the death on the 20th January of Viscount Valentia, who had been associated with the CAVALRY JOURNAL since its inception in 1906.

Originally a Nottinghamshire family, the Annesleys have for very many years past been mainly associated with Ireland, and the late Viscount was the Premier Baronet of Ireland, a Baron and a Viscount in the Peerage of Ireland, and a Baron of the United Kingdom. Born in Scotland in August, 1843, it was intended that he should join the Royal Artillery, and to this end he was educated at the Royal Military Academy; but in 1863 he succeeded his grandfather as 11th Viscount and in May of the following year he joined the 10th Hussars, serving with that regiment at various stations both in Ireland and in England. The 10th Hussars were the first regiment to introduce polo into this country and Lord Valentia was one of the early pioneers, being one of the combined team, drawn from the 9th Lancers and his own regiment, which played the historic match against and defeated the representatives of the Household Cavalry in Richmond Park in 1870. Two years later—in July, 1872—Lord Valentia retired from the Army by the sale of his commission, but he did not on that account abandon his interest in the Army in general, and especially in that arm in which he had served, and for many years in later life he was Chairman of the Committee of the Cavalry Club and did a great deal of work in connection with the Great War Cavalry Memorial.

On leaving the Army Lord Valentia took over the Mastership of the Bicester Hounds and during many seasons hunted them himself, profiting by the experience he had gained as whip of the regimental harriers and master of the Dundalk Hounds. Later on he joined the Queen's Own Oxfordshire Hussars, in due course commanded the regiment and, finally, became its honorary colonel; and, when in 1899 the war broke out with the South African Republics, Lord Valentia served in that cam-

paign as assistant adjutant general with the Imperial Yeomanry, being mentioned in despatches and being awarded the C.B.

In 1895 Viscount Valentia was elected as Unionist M.P. for the City of Oxford, was Comptroller of the Household from 1898 to 1905 and was a Lord in Waiting to the King from 1915 to 1917, when he was created Baron Annesley of Bletchington in the Peerage of the United Kingdom, and consequently took his seat in the House of Lords.

Lord Valentia was a very ardent Freemason; he was initiated in 1867, was appointed to provincial rank in 1885, becoming Deputy Provincial Grand Master of Oxfordshire and finally Provincial Grand Master.

It is not given to all men to be wholly popular with every party in the House of Commons, but during the two and twenty years that Lord Valentia was a member of the House he was universally esteemed and respected, for all men realised that he was frank, wholly honest in purpose and eminently high-minded. His friends of every rank in life will deeply regret the passing of a keen soldier, a great sportsman, and one of the most popular men of his time.

RESIGNATION OF

*LIEUT.-COLONEL SIR A. LEETHAM, K.C.V.O., C.M.G.,
F.S.A.*

At the Anniversary Meeting of the ROYAL UNITED SERVICE INSTITUTION, held on the 1st March, the announcement was made that Lieut.-Colonel Sir Arthur Leetham, who for nearly a quarter of a century has been its secretary, was now resigning that appointment, and the Chairman of the Council, and many of those who also spoke at the meeting, gave expression to the general appreciation of the members of the good work done by Sir Arthur and the universal regret felt at his resignation. The CAVALRY JOURNAL also owes a very great debt to Colonel Sir Arthur Leetham; he was one of those who were mainly instrumental in establishing the JOURNAL, and in maintaining it upon the firm basis upon which it now stands; from its

inception, in 1906, until the outbreak of the Great War, Sir Arthur was its Honorary Managing Editor, and he resumed that office again for a brief time when the CAVALRY JOURNAL was re-established on the close of the war.

The CAVALRY JOURNAL thus owes much to Sir Arthur Leatham in the past ; but it is to be hoped that its management may still count upon his advice and assistance for many years to come.

The Editor acknowledges with thanks the receipt of the following Journals :

<i>Royal Tank Corps Journal</i>	.. ..	Dec. 1926 ; Jan., Feb. and Mar. 1927.
<i>Royal Engineers' Journal</i>	. . . .	Dec. 1926 ; Mar. 1927
<i>Artists' Rifles Journal</i>	.. ..	Christmas No. 1926
<i>The Veterinary Journal</i>	.. ..	Jan. and Feb. 1927
<i>The Fighting Forces</i>	.. ..	Jan. 1927
<i>Journal of the Royal Army Medical Corps</i>		Dec. 1926 ; Jan. and Feb. 1927
<i>The Green Horse Journal & Inniskilliner</i>		June 1926
<i>The Wasp</i>	.. ..	Jan. 1927
<i>The Royal Army Service Corps Quarterly</i>		Jan. 1927
<i>The Ypres Times</i>	.. ..	Jan. 1927
<i>The White Lancer</i>	.. ..	Jan. 1927
<i>Faugh-a-Ballagh</i>	.. ..	Jan. 1927

EX-CAVALRYMEN'S ASSOCIATION

The Annual Meeting of the General Committee of the Ex-Cavalrymen's Association took place at the Cavalry Club on 9th February, 1927, Colonel Commandant F. W. L. S. H. Cavendish, C.M.G., D.S.O., being in the Chair. It was announced that H.R.H. The Prince Henry, K.G., G.C.V.O., had graciously consented to become President of the Association and that Field-Marshal Sir W. Robertson, G.C.B., G.C.M.G., K.C.V.O., D.S.O., had accepted the Chairmanship of the General Committee. A new Executive Committee was elected as over :

Chairman Colonel Commandant A. E. W. HARMAN, C.B.,
D.S.O.

*1st Cavalry Brigade
representative* .. Major R. S. SPURRIER, 1st K.D.G's.

*2nd Cavalry Brigade
representative* .. Lieut.-Colonel G. F. H. BROOKE, D.S.O., M.C.,
16/5th Lancers.

*Non - Brigaded Regi-
ments representative* Major A. L. FRIEND, M.C., 11th Hussars.

*Ex - Cavalry Officers'
representative* .. Major-General Sir A. EDWARDS, K.B.E., C.B.,
M.V.O.

Assistant Hon. Secretary : Mrs. ERIC DILLON.

Hon. Secretary and Treasurer : Captain O. J. F. FOOKS.

The Annual Report (given below) was examined and passed.

It was agreed that, in order to put the finances of the Association on a firm footing, regiments should be requested to continue their subscriptions of £25 for 1927, and that individuals (other than serving officers) should be approached with a view to their becoming annual subscribers.

ANNUAL REPORT NO. 2, FOR YEAR ENDING 31ST DECEMBER, 1926

1.—*Employment.*

Progress continues in a very satisfactory manner and a large number of men have been placed in employment during the last twelve months. The Association is in close touch with various employers of labour and several large commercial firms have not only promised their support but have taken a large number of ex-cavalrymen into their employment.

Close co-operation has been established between this Association, The Cavalry Benefit Association and The Guards' Brigade Employment Association.

Below will be found Tables showing :

- (a) Summary of numbers of Men registered, placed in employment, etc.
- (b) Detailed Table showing (a) by Regiments.

TABLE (a)

Summary (up to 31st December, 1926)

Number of Men registered since the commencement of the Association	1,496
Number of Men placed in employment	915
Number of Men who failed to reply when communicated with regarding work	181
Number of Men struck off the Register for various reasons..	40
Number of Men in communication with Employers	10
	<hr/>
	1,146
Still remaining to be placed	<hr/>
	*350

* Roughly 50 Men included in the above total are over 50 years of age.

TABLE (b)

Numbers of Men Registered and put into Employment since the Association started to December 31st, 1926.

Regiment.	Number Registered.	Number placed in work.	Struck off Books.		Still remaining to be placed.
			Failed to reply regard- ing work offered.	Other reasons.	
Life Guards ..	13	7	2	2	2
R.H.G. (Blues) ..	26	22	—	2	2
1st K.D.G. ..	32	21	2	—	9
Queen's Bays ..	51	24	5	1	21
3/6th Dragoon Gds. .	64	46	4	—	14
4/7th Dragoon Gds. .	68	42	7	1	18
1st Royals ..	51	32	5	3	11
Royal Scots Greys ..	33	26	3	3	1
3rd Hussars ..	104	64	11	—	29
4th Hussars ..	71	46	8	4	13
5/6th Dragoons ..	66	38	7	1	20
7th Hussars ..	74	39	14	2	19
8th Hussars ..	96	53	15	4	24
9th Lancers ..	56	39	8	1	8
10th Hussars .	44	35	5	—	4
11th Hussars ..	113	73	12	3	25
12th Lancers ..	54	27	13	2	12
13/18th Hussars ..	79	49	7	1	22
14/20th Hussars ..	60	36	8	2	14
15/19th Hussars ..	50	26	14	1	9
16/5th Lancers ..	203	121	25	4	53
17/21st Lancers ..	88	49	6	3	30
	<hr/> 1496	<hr/> 915	<hr/> 181	<hr/> 40	<hr/> 360*

* Including 10 men who are now in communication with employers, and 50 (approx.) men who are over 50 years of age.

2.—Finance.

Income and Expenditure account for the Year ended 31st December, 1926.

		Income				£ s. d.		
To Subscriptions :	Regimental	..	..	..	..	505	0	0
	Private	..	..	..	..	47	5	6
„ Donations	..	..	..	..	..	30	3	10
„ Rent Received	..	..	..	..	..	48	0	0
„ Interest received from United Service Trustee		..	..		..	19	12	0
						<hr/> £650	<hr/> 1	<hr/> 4

<i>Expenditure</i>									
							£	s.	d.
By	Rent and Rates	..	..	..	..	..			111 4 3
„	Wages	..	..	..	..	..			193 14 0
„	Stationery	..	..	..	..	..	43	3	2
„	Postage and Telegrams	..	..	..	..	..	34	19	0½
„	Telephone	..	..	..	..	..	22	13	10
„	Lighting and Heating	..	..	..	..	..	10	17	6
„	Sundry Expenses	..	..	..	..	..	12	15	11½
							<hr/>		
									124 9 6
„	Advertising	..	..	..	..	..			7 2 3
„	Travelling	..	..	..	..	..			6 17 9
„	Bank Charges	..	..	..	..	..			2 7 0
							<hr/>		
									445 14 9
„	Balance, Excess of Income over Expenditure								204 6 7
							<hr/>		
							£	650	1 4
							<hr/>		
To	Receipts as per Income and Expenditure Account..					..	£	650	1 4
							<hr/>		
By	Bank Overdraft	..	..	..	..	..	£	51	1 8
	Less Petty Cash Balance at 1st Jan., 1926..					..	0	7 5½	
							<hr/>		
									50 14 2½
„	Expenditure as per Income and Expenditure Account	..	..	..	..	..			445 14 9
„	Bank Balance 31st Dec., 1926..					..	152	5 8	
	Add Petty Cash in hand 31st Dec., 1926					..	1	6 8½	
							<hr/>		
									153 12 4½
							<hr/>		
							£	650	1 4

We have audited the above Accounts with books, documents and figures produced, and certify that it is completely and correctly in accordance therewith.

A. T. CHENHALLS & Co., *Chartered Accountants*,
115, Chancery Lane, W.C. 2.

5th January, 1927.

An interesting booklet of information on the origin and progress of the Association has been published. Application for copies of the above should be made to the Honorary Secretary at 135, Regency Street, Vauxhall Bridge Road, S.W.1, who will forward them free of charge.

MILITARY HISTORY : EXAMINATION OF OFFICERS FOR PROMOTION

The following campaigns are those on which the Military History papers will be set, as from March, 1928, in the examinations of lieutenants and captains for promotion :

Waterloo Campaign for March 1928, October 1928 and March 1929 Examinations ; Palestine Campaign, 1917-18 (from 28th June, 1917, to conclusion of operations, as covered by despatches dated 16th December, 1917, 18th September and 31st October, 1918, and 28th June, 1919), for October 1928, March 1929 and October 1929 Examinations, and Mesopotamia 1916-17, for March 1928 Examination.

TERRITORIAL ARMY : REGIMENTAL PROMOTION

The Territorial Army Regulations have been amended so as to provide that all substantive lieutenant-colonels who have completed four years in a lieutenant-colonel's command or in an appointment carrying that rank will be eligible, if recommended, for promotion to the rank of brevet-colonel as a reward for their services in the T.A. All substantive lieutenant-colonels will, provided that they have completed four years in command of a unit or in an appointment carrying that rank, be eligible by selection for the substantive rank of colonel and will, if selected, be promoted to that rank on vacating their command or appointment.

ARMY OFFICERS' ART SOCIETY

The above Society was founded in 1925 by the late Lieut.-Colonel A. F. Owen-Lewis, D.S.O., Green Howards, in order to afford to officers holding or having held a permanent commission in the Regular Army or Royal Marines, and interested in, or practising, any form of art, an opportunity of getting into touch with one another and of exhibiting their work once a year in a leading London Art Gallery.

Two exhibitions have already been held and have proved successful. A considerable number of sales were effected on

each occasion, and the proceeds of the Exhibitions after payment of expenses were handed over to Field Marshal Earl Haig's Fund for Ex-Service Men. £46 19s. 4d. was handed over to this Fund as the proceeds of the last exhibition.

An exhibition will be held next October in new galleries now in course of construction in Burlington Gardens.

The election of members is vested in the Committee, who may require candidates to submit examples of their work. These need not necessarily be framed, and can therefore be sent without difficulty from any part of the world.

The annual subscription is £1 5s., which entitles a member to exhibit four works free of further charge. Two more may be admitted on payment of a hanging fee of 5s. each.

Officers interested are invited to communicate with the Hon. Secretary, 2, St. Leonard's Terrace, Chelsea, S.W. 3, who will be pleased to answer any enquiries and to forward a copy of the rules and list of members.

R. H. W. WILSON, Lieut.-Colonel,
Chairman of Committee.

F. A. WILKINSON, Major,
Honorary Secretary.



REGIMENTAL ITEMS OF INTEREST

5/6th Dragoons, Risalpur

REGIMENTAL RIFLE MEETING

A very successful Regimental Rifle Meeting was held on 17th and 18th December, 1926, which was attended by most of the regiment.

The Inter-Squadron Match was won by "A" Squadron.

The Marsland Cup was won by the 4th Troop, "A" Squadron.

The Baden Powell Shield (open to Officers) was won by Lieut. M. P. Ansell.

The Maton Cup (for the best Shot in the Regiment at the Meeting) was won by Corporal Murray.

In the Revolver shoot the following were the highest scorers :

Officers—2nd Lieut. F. P. B. Sangster.

Sergeants' Mess—Sergt. Tpitr. Wobschall, D.C.M.

THE SCISSORS CUP

The annual competition for the best eight ranks per troop at Jumping and Dummy Thrusting was held during December, 1926, and won by the Signal Troop under Lieut. M. P. Ansell.

POLO

Owing to three officers of the regiment having to undergo anti-rabic treatment, only two teams could be entered for the Peshawar Christmas Tournament. Of them, one, consisting of Mr. Sangster (1), Lieut.-Colonel Brooke (2), Mr. Ansell (3), and Major Nettlefold (back), succeeded in winning the Subsidiary Tournament, beating the Peshawar Gymkhana in the final by 6 goals to 1.

9th Queen's Royal Lancers, Abbassia

CAVALRY BRIGADE AND R.H.A. ANNUAL HORSE SHOW

<i>Jumping (Officers)</i>	.. ..	2nd.	Capt. L. H. H. Harris.
		3rd.	Lieut. C. C. Lomax.
<i>Polo Ponies Class</i>	.. ..	2nd.	Capt. L. H. H. Harris.
<i>Open Polo Ponies Championship</i>	..	2nd.	Capt. L. H. H. Harris.
<i>Jumping (Junior Ranks)</i>	.. ..	1st.	L/Cpl. Peacock.
<i>All Arms (Senior Ranks)</i>	.. ..	3rd.	S.Q.M.S. McIntyre.
„ „ (<i>Junior Ranks</i>)	.. ..	2nd.	L/Cpl. Barham.
<i>Dummy Thrusting (Swords, Senior)</i>	..	3rd.	S.Q.M.S. McIntyre.
„ „ (<i>Swords, Junior</i>)	..	3rd.	L/Cpl. Barham.
<i>Best Trained Remount</i>	.. ..	2nd.	L/Cpl. Cameron.

BOXING

The Final of the Inter-Squadron Boxing Competitions (Peto Cup) was won by "C" Squadron.

POLO NOTES

The regiment put three teams into the first Tournament of the Cairo Season—The Country Life Salts. The teams were :

"A"

Lieut. J. D. Gilroy.
Lieut. O. L. Prior Palmer.
Lieut. G. E. Prior Palmer.
Lieut. E. C. Radcliffe.

"B"

Lieut. F. Flower.
Lieut. C. C. Lomax.
Lieut. B. H. Allfrey.
Lieut. J. R. Macdonell.

"C"

Lieut. R. W. Pilkington.
Lieut. J. H. Daly.
Lieut.-Col. J. Greene, D.S.O.
Capt. B. S. V. Emsell.

The "B" and "C" Teams were defeated in the first round. The "A" Team had a very easy game against the Royal Irish Fusiliers, but had a fast game against the Horse Hairs in the semi-final, which they won by 4 goals to 2.

In the final they encountered the R.H.A. and a very fast and hard fought game was witnessed. The 9th received a fraction,

and towards the end of the last period the score stood at $3\frac{1}{2}$ to 3 in favour of the 9th. One minute before the final bell one of the Gunner ponies came down and during the melée the ball trickled through the goal, thus making the R.H.A. win by the fraction.

In the Lady Maxwell Cup, an open handicap event, the Regiment entered a team composed of :

- | | |
|----------------------------------|-------------------------------|
| 1. Lieut. O. L. Prior Palmer. | 2. Capt. L. H. H. Harris. |
| 3. Lieut.-Col. J. Greene, D.S.O. | Bk. Maj. G. F. Reynolds, M.C. |

entirely mounted on troop horses, as all private ponies had either been sold or shipped to India. This team beat the Horse Hairs by 9—8, having given them 6 goals start. This was a very fast game indeed, fought out to the final bell.

In the final, *versus* 15th/19th Hussars, the regiment had to give away one goal, but managed to hold their perfectly mounted opponents for the first three chukkers, but after that the pace started to tell on the troop horses, and the 15th ran out winners by 14 goals to 4. The game was far more even than indicated by the score, as five of the goals were struck in the last period, after Major G. F. Reynolds, M.C., had his thumb broken.

13th D.C.O. Lancers, Jubbulpore

The 13th D.C.O. Lancers marched from Meerut to Jubbulpore in relief of the 14th P.W.O. Scinde Horse, leaving Meerut on 1st October, 1926, arriving at Jubbulpore on 26th November, 1926.

Owing to the move ponies could not be got fit nor was practice possible, consequently a Polo team was not sent to Lahore for the Indian Cavalry Tournament.

Men and horses are proceeding as usual to Delhi for the Delhi Horse Show.

18th K.E.O. Cavalry, Quetta

The regiment took part in the Western Command Manœuvres during October in the vicinity of Killa Abdulla.

The Regimental Tentpegging team won the Indian Cavalry Tentpegging Trophy at Lahore on 1st February with 80 marks, the second gaining 72.

Bihar Light Horse

The Annual Camp of Exercise was held from 18th to 25th January, 1927. The camp was visited by Major-General H. D. O. Ward, C.B., C.M.G., General Officer Commanding Presidency and Assam District, and by Colonel M. G. D. Rowlandson, D.S.O., D.D.A. and T.F. Army Headquarters, and both had the opportunity of seeing the Corps at work in the field and on the parade ground.

The regiment was exercised in troop and squadron drill and in dismounted action. Tactical exercises, both with and without troops, were also held and collective field firing was held on the 24th January.

Work on the square consisted of machine gun, Lewis gun and Hotchkiss gun drill, and a considerable time was spent on the handling of the sword.

Night marching by compass was held also.

During the camp excellent demonstrations were given by a platoon of the 1st Battalion The King's Shropshire Light Infantry, and a demonstration was given in lungeing by Captain H. B. Ellis, adjutant.

The sports were held on the last day. The following is the result :

<i>Best Turned-out Section</i>	.. ..	Winner : "A" Troop.
<i>Best Turned-out Man</i>	.. ..	Winner : Sgt. E. C. Danby, "A" Troop.
<i>Machine Gun Competition</i>	.. ..	Winners : Monghyr Detachment.
<i>Light Gun Competition</i>	.. ..	Winners : Purneah Light Motor Patrol, No. 2 Gun.
<i>Individual Sword Tent-Pegging</i>	.. ..	Winner : Trooper F. Noble, "C" Troop.
<i>Section Tent-Pegging (Lance)</i>	.. ..	Winners : "B" Troop.
<i>Officers' Competition : Sword, Lance and Revolver</i>	.. ..	Winner : Capt. A. L. Danby, "A" Troop.

Jumping Winner : Capt. A. L. Danby, "A" Troop.

Assault Course Winner : Trooper D. H. Duthie, "D" Troop.

Lloyd Lindsay Competition .. Winners : "D" Troop.

Sir Henry Wheeler's Cup, for the best man at arms, was awarded to Trooper D. H. Duthie, "D" Troop.

Ceylon Mounted Rifles

The Annual Camp was held at Diyatalawa for eight days in June. The attendance contrasted well with that of the days before the advent of the motor car. Entries for the following competitions were well filled :

Lloyd Lindsay, tent pegging, individual jumping, section jumping, sword assault course.

Last December forty-one horses were imported from South Africa ; these have all shaped well.

The regiment for the first time in its history entered a team for the Autumn Polo Tournament in Colombo. In the first round the Police beat the Albany by 5 goals to 3 ; the Regiment beat the Police in the final by 6 goals to 3.

White review order uniform has been re-introduced ; this was first revived when providing an escort on the occasion of H.E. the Governor's attendance in state at the August races in Colombo.



HOME AND DOMINION MAGAZINES

AN interesting article in "The Royal Engineers' Journal" for December is that entitled "Shell-Fire *versus* Permanent Fortification: the Evidence of Verdun, 1916," by Lieutenant H. B. Harrison, who draws the conclusion "Verdun proved what a valuable asset to the field armies permanent fortification can be." Major-General G. Walker writes some Personal Reminiscences of Service in Ireland, 1921-22; the first intimation he had that he was going officially to Dublin was a "message from a female relation in Ireland"; this is all very good and exciting reading. Another article with an Irish flavour is the "Roll of the Corps of Royal Engineers of Ireland, 1251-1801." But the 1251 allusion seems to refer rather to Royal Plumbers than to Royal Engineers. Another curious article is an account of the ten commissions of William Spry, who died as a lieutenant-general, in 1802.

The "Royal Army Service Corps Quarterly" for January contains an article on a little-known subject and therefore a valuable article—"Supply by Camel Transport on the Sollum Expedition, 1916," by Lieut.-Colonel W. Elliott. A thoughtful and learned article is that entitled "The Conquest of Nature," by Captain C. E. S. Dobbs. He points out that in the small wars in which the British army is so often engaged it is nature who is usually the most formidable opponent.

When I saw, early on the first page of the December number of the "Journal of the Royal Army Medical Corps," a casual allusion to the "bionomics of fleas" I groaned. But as I read on I found that this was the beginning of an extraordinarily interesting historical sketch of the various plagues (real plagues not distinguished foreigners) that have visited this country. The author, Lieut.-Colonel W. P. MacArthur, points out that,

as a calamity, the late war cannot compare with the Black Death for the confusion and chaos that it caused. He gives a very vivid account of the insanitary condition later on, in the sixteenth century in London, and quotes a pretty line by John Donne, who noticed a flea hopping from his mistress to himself, "And in this flea our two bloods mingled be." On the other hand, Samuel Pepys, sharing a bed with a certain Master (not Mistress) Clark, noticed with relief that his bed-fellow "did attract all the fleas to himself." The Great Plague of 1665 was really great, not because it was more virulent than others, but because "Defoe's Journal of the Plague Year," based entirely on his imagination, has become a classic. There are also articles of perhaps less general interest on Blood Changes in Rabbits and Immunization against Measles. The January number contains a very informing article by Colonel C. H. Melville on Military Hygiene and Sanitation and their progress during the past fifty years. It is curious to read that so wise a soldier as Lord Wolseley said in his "Soldier's Pocket Book" that the sanitary officer was the most useless officer in the army and recommended any general embarrassed with such an encumbrance to leave him at the base. It is also curious to learn, in an article by Major O. Teichman, on Frederick the Great's Cavalry Surgeons, that the King of Prussia issued an order: "The General Officers are not to allow any Whores to remain at headquarters, much less any Whore-Tents to be pitched, to prevent which the Solicitor is required to be very careful." I do not know who the Solicitor was, perhaps it is a misprint for solicited. In any case, Tents, Whore, never appeared in any British Priced Vocabulary of Stores, at least not to my knowledge. The February number has two articles of interest to the general reader. The first deals with life at Gibraltar, and it is interesting to read that "one of the local garrison appointments is 'Officer in Charge of Rock Apes,'" whose duty no doubt it is to see that visitors to the Rock do not monkey about with them. The second recounts An Army Surgeon's Experiences in South Africa, 1843-46; this is very good reading.

The "Veterinary Journal" for January is a special Army number. The best thing in it is "Fifty Years Ago," by Major-General Sir Frederick Smith. This contains a delightful anecdote about the Duke of Cambridge. On one occasion he was going round the stables of a certain regiment and expressing his delighted approval with a series of explosive "By God's!" This regiment possessed a deeply religious veterinary surgeon who forced his way to the front, shook a minatory finger at the Commander-in-Chief, and sternly exclaimed "Thou shalt not take the name of the Lord thy God in vain." The Duke could only feebly gasp "Who is this lunatic?" Sir Frederick also records that when first he arrived in India, an authority on pegs informed him "You must keep your liver afloat." One has heard vaguely of floating kidneys, but floating livers are something new. The February number contains two articles of special military interest, dealing with the Army Veterinary Service in Sweden and the Veterinary Corps of the United States Army. Of the technical articles two deal with those interesting and, to the layman, unknown subjects, Windsucking and Deaths from Fluke in Cattle, which latter does not seem to refer to accidental deaths. Raising the wind one is familiar with; sucking the wind is, I gather, akin to biting the crib. The former pernicious habit is, apparently, "spread by example." "The horse is a noble animal," always excepting those who suck the wind and bite the crib, both ignoble habits.

F.J.H.

"The Fighting Forces." January, 1927.

This number is rather on the heavy side, although there are one or two pleasant stories to relieve the pressure. The most valuable article is one on the mechanization of first line transport, which discusses the advantages and disadvantages of the various types of vehicles being produced, and draws some interesting lessons from General Gamelin's expedition to Soueida.

Captain Liddel Hart writes on the Army of a Nightmare, and his article is rightly named. It is always a pity that this

writer never seems to be able to conceal his contempt for the brains and mentalities of regular officers ; and he shows it here, as in most cases, by brilliantly knocking down ninepins, which are entirely of his own erection, though he continues to believe that they are put up by regular officers of to-day. His view, that the tank and the machine gun are now the main factors of victory, is interesting but held by most people, but he unfortunately sweeps aside practical difficulties of production and finance. One moment he says that it is dangerous to delay going to production ; the next, that the present tank is not the correct type, and that it must be developed and altered. He cannot have it both ways. Still, he undoubtedly makes one think, if only by irritating !

There is a crushing answer to the somewhat ill-digested scheme in a previous number for completely reorganizing the three Services for national defence purposes ; and an interesting account of an attempt to reorganize a divisional staff in the last War. The writer points out the difficulties in providing a staff for a national war, and attempts to show how lack of co-operation can be lessened by completely combining the General and Administrative Staffs. He does not, however, follow this to its inevitable conclusion—the appointment of a chief staff officer, with all its attendant complications. There are, in addition, other articles, including one or two of naval interest, and an analysis of existing air problems.

“The Journal of the United Service Institution of India.”
January.

This is a very “tactical” number. There are two interesting historical accounts of actions in the last War—the cavalry in the advance on Mosul, and the Battle of Dujailah ; and there is an outline of Machine Gun Fire Tactics.

An interesting way of studying illustrations to tactics and strategy from military history is displayed. The writer discusses as an example, Security, and shows how to get illustrations of this from the campaign in 1914 up to the 19th of September. There is a distinctly valuable article on the military road prob-

lem, in which the writer emphasizes aspects of great importance, but not usually touched upon—the Repair Question and the Traffic Problem. “No less than four branches take a hand in vehicle repair, though four branches do not combine to restore the broken warrior to health” as he wisely points out. Colonel Haining traces the history of the Socialist movement in Great Britain, with special reference to trade unions; and Major-General MacMunn provides some interesting data about the dress of the Honourable East India Company’s army.

H.G.E.

“Canadian Defence Quarterly.”

There are many articles of general interest in this number. There is a valuable analysis of the air transportation problem in Canada, showing its value in forest conservation, air survey and remote transportation, and showing how the system should be developed. Then there is an interesting debate on the control of sea transport in war. On the one hand, a writer shows how the formation of the Ministry of Shipping and its eventual transfer to the Board of Trade became essential to prevent the competition in freights among the Services and the civilians, and the practical control of exports and imports by the Admiralty. On the other hand, another writer insists that the essence of the problem is protection, and that the control should be with the Admiralty, as they alone can guarantee safe delivery. A third writer gives an interesting illustration of a hypothetical landing of a force of two divisions and shows the division of duties between soldiers and sailors. Perhaps the most interesting article for English readers is a really careful and valuable review of Colonel Fuller’s book: “The Foundations of the Science of War”; in which the reviewer conscientiously tries to separate the wheat from the chaff. While sceptical as to the truth or value of Colonel Fuller’s “symmetrical trinities,” and pointing out that in all the sciences which the latter calls to his aid—metaphysics, psychology, philosophy, physics and algebra—he is distinctly shaky; yet the reviewer rightly goes on to say that “when

the author abandons the realms of metaphysics and celestial mechanics and proceeds to the examination of the concrete phenomena of war, his conclusions and comments are always of value. When he discusses a battalion of tanks, a propagandist, gas or the direction of war by committees of Parliament, one feels that one is listening to the opinions of a soldier rarely gifted with understanding and imagination." "The reader," he concludes, however, "will in the end close the book sadly, with the conviction that if the Fullerian system be the Science of War, then that science is as the peace of God, which passeth understanding."

No defence journal to-day seems really complete without something from the pen of Captain Liddel Hart, who here is represented by two articles on the Re-making of Modern Armies, taken from the *Daily Telegraph*. He has nothing new to say, but merely repeats what everyone agrees with—that the machine gun and the tank are all important. In his gay way, however, he recommends the abolition of the Cardwell system as one of his panaceas, but is careful not to say what is to replace it; while he ends his articles with his usual gibes at the mental outlook of regular officers. One sometimes wonders where it is he meets these regular officers about whose opinions he is always so scathing!

Colonel Brind's lecture on Coast Defence in the Future is reprinted from the "Artillery Journal," while there is a very interesting account of a Canadian officer's adventures among the Bolshevists. One or two other articles make this "Defence Quarterly" of value and interest to many beyond the Dominions.

H.G.E.



FOREIGN MAGAZINES

THE United States "Cavalry Journal" for January has a continuation of Brigadier-General McClelland's interesting reminiscences "With the Indian and the Buffalo in Montana." Brigadier-General H. J. Reilly writes on "Chinese Cavalry Produce a Decisive Victory: Defeat and Death of General Kuo Sun-Lin." This contains an extract from a spirited speech by a Mongol Chieftain, "Good cavalry animated by the spirit of Ghenghis Khan can always get the better of all these new-fangled contraptions such as artillery, flying machines, armoured trains, and all the other machinery which might be fine for men who really do not know how to fight, but can always be overcome by true, rough, fighting soldiers." This article is embellished with illustrations, one showing "transportation of animals by rail"; this is a kind of Chinese puzzle, as the unfortunate animals are looking "every which way" and resemble sardines ill-packed in a tin. The other plate throws rather a lurid light on the laws and customs of war *à la chinoise*. It is entitled "A Chinese General Captured after Defeat, and with his Wife, Shot." The shooting of generals' wives has, of course, always been barred by the Law of Nations. China having the reputation of being the land of refined cruelty, one rather wonders that both their lives were not spared.

The "Revue de Cavalerie" for January-February contains three articles of special interest dealing respectively with the 14th Hussars at the action at Etche (22nd August, 1914), the Spanish Cavalry in Morocco in 1926, and the doings of the 5th Cavalry Division during the German offensive of March, 1918. This last, by Colonel Pomier-Layrargues, gives a very vivid picture of what happened. In the "Chronique Sportive"

it is pleasant to find Alphonse Daudet quoted on a point of style, viz., the tendency always to tack on certain adjectives to certain nouns, the particular case being that horse shows are always described as having had a *succès triomphal*. In English this is called "journallese"; thus, to a reporter a "rush" is always "*ugly*," a church a "*sacred* edifice" and an oyster, or rather a bivalve (as he calls it), inevitably "*succulent*." How often, too, does one read in the sporting press in accounts of steeplechases that Uncle Tom or Aunt Sally, or whatever the chaser's name may have been, before refusing a fence "*whisked its tail in ominous fashion*"; stylists and word-painters add "*and turned it up*," that is to say declined to take any further interest in the proceedings.

The most interesting item in the "Universo" for December deals with Spitzbergen, for long *terra nullius*, but in 1925 declared to be the property of Norway. It is now called Svalbarde *quæ vox*, according to an old chronicler *latus vel marginem frigidum denotat: totus hic tractus montibus abundit editissimis perpetua nive tectis*. No wonder it was for so long *terra nullius*; even the inhabitants of Caledonia, stern and wild, who are to be found in most parts of the globe, must have jibbed against such a desolate and icy region. The January number has an interesting article on the Canary Islands, with pleasant illustrations, this is continued in the February number.

Most of the articles in the January-February number of the Austrian "Militärwissenschaftliche und Technische Mitteilungen" deal with infantry tactics. There is an interesting note on what the author calls the Mutiny of Artillery Officers in Spain, and a useful survey of world politics and military affairs for 1926, to the end of November. The writer remarks that England is nearly getting ahead of France in mechanization, and points out that the Coal Strike had, up to the time of his writing, cost more than the Boer War.

Part 12 (1926) of the "Schweizerische Monatschrift für Offiziere aller Waffen" contains a continuation of Colonel Lebaud's "Impressions de guerre" and the author is as lively as ever; he has a little altercation with a general who ended

by *criant comme un putois*, but he adds *je crie encore plus fort que lui*. The colonel, by the way, is *en retraite*. Part I of 1927 has a comparison of the Swiss and German armies from a constitutional point of view and an article on the state of the French army at the end of 1926. Part 2 has more sparklings by Colonel Lebaud, including a pleasant story of a trooper who, for perpetual misconduct was severely punished by—being transferred to an infantry regiment.

The “Alere Flamman” for November has two artillery articles and one on transport in mountain warfare; these are concluded in the December number. There is also a good historical account of Emanuele Filiberto and of his achievements for the Royal House of Savoy. The spark of the “Alere Flamman” expires with the December number.

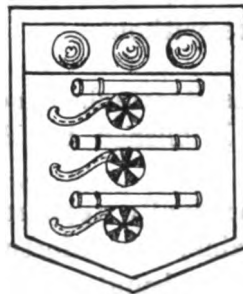
The October number of the “Cooperazione delle Armi” contains two articles on tactics, one on engineers, one on machine gun fire, and an artillery article. The number for November has an interesting article on a tanks tactical exercise and another on telephonic communication in a column on the march. The December number has articles on machine gun fire, the passage of rivers and the study of “logistics,” the old word for moving and quartering troops. This is the last we shall see of the “Cooperazione,” unless it is revived later on.

The “Revista Militare Italiana” for February has three good articles on French strategical ideas from 1870-1914, the Dardanelles enterprise and mechanical traction, respectively. General Foschini, the author of the last, remarks “the Dardanelles expedition, so far as mistakes go, equalled, if it did not surpass, our unlucky campaign of 1866,” but he pays a high tribute to the courage and devotion of the men on both sides.

The most useful article in “La Guerra y su Preparacion” for October deals with the organization of the Belgian army; others worthy of mention deal with field fortification at the present day and military wireless stations in Spain. The November number has a biographical sketch of the Marqués de la Concordia, who was viceroy of Peru in 1806-1816. This

is accompanied by a fine portrait representing the Marqués as every inch a Marqués and a viceroy. There is a casual allusion to the English general "Withelok," which certainly looks better than that name of evil omen Whitelocke; it is odd what difficulties the foreign press has with English names. Other useful articles touch on the United States Corps of Signalling and on the teaching of gymnastics in France, Sweden, Germany and Italy. These three articles are continued in the December number, which also contains a learned article on Geodesy from its earliest days. In this there are several allusions to an Englishman, J. H. Pratt, apparently the leading authority on that absorbing subject the deflection of the plumb-line in India, which, no doubt, must have caused much anxiety to those readers of the CAVALRY JOURNAL who have served in that country. It must be most distressing to see a plumb-line wandering from the strait and narrow path—such a bad example, too, for plumbers. The January, 1927, number has an interesting article on the Italian Lake Trasimene manoeuvres.

F.J.H.



RECENT PUBLICATIONS

"The Hunter Stud Book." Vol. XI.

The latest volume issued by the Hunters Improvement and National Light Horse Breeding Society is well got up and carefully prepared.

Each mare is fully described, details being given as to the name of the breeder, markings, date of foaling, pedigree and performances in the show ring. Geldings are shown separately.

A full list is given of the King's Premium Shires, showing the districts in which they are serving and the number of mares covered. In some cases the number appears to be unduly large, e.g., Pytchley 102, Main Royal 100, and Harleston 98. Presumably there are rules dealing with this subject.

A full list is given of the awards of prizes at the chief shows and there are several excellent illustrations.

The book is one that no one interested in the breeding of hunters can afford to be without.

"Young Tom Hall ; His Heartaches and Horses." By Robert Smith Surtees. Published by W. Blackwood & Sons, Ltd. 20s.

This novel, which originally appeared in serial form in the "New Monthly" Magazine, was unfortunately never completed by the author owing to a misunderstanding with the Editor.

The tale is woven round a "rich, good-natured young greenhorn's sporting, amatory, yeomanry-cavalry and other exploits." The hero's father was a prosperous provincial banker, whose mind was confined to figures and who did not trust "these huntin' gammlin' chaps," but who, nevertheless determined that his "Tummus should become a gent." Tom was initiated into local society by Colonel Blunt and Major

Fibs of the Heavysteed Dragoons, who thereby saw a chance of selling him a horse at a profit to themselves and incidentally the Colonel hoped to make a still more advantageous financial bargain by a match between his daughter Angelena and young Tom. Hence we see the latter invited into the mess and the Blunt family giving a *Thé Dansant*, which is attended by the Heavysteeds in full uniform and swords!

The innocent Tom, who could not "tell the head of a horse from its tail" refuses to give 60 guineas for a certain horse one day but pays 120 guineas for the *same* horse another day—in the interval it had been clipped and its tail banged. We are introduced to a Mr. Woodcock—"Dealer in Cripples"—whose business was the purchasing of aged and worn-out horses and the selling of the same to greenhorns as "nice season'd horses." Horses that went into Woodcock's stable "at nineteen or twenty came out at nine or ten." We understand that even in this mechanical age, the profession of Mr. Woodcock is still a lucrative one.

Tom had a very poor knowledge not only of horses, but also of the wiles of women and their parents. Thus we soon see him overcome by the charms of Angelena Blunt, who took him out for his first day's hunting with Lord Heartycheer's hounds. In the chapter entitled "At Silverspring Firs" Surtees gives us a very good and amusing description of a day's sport. The mutton-fisted Tom was very proud of his pink coat and boots, but did not enjoy the hunt, which is not to be wondered at, when we see (in the illustrations) his build and his seat on a horse. Yet we must certainly admire him for his pluck in riding to hounds at all, as he had scarcely put a leg astride a horse before. Needless to add he took a "voluntary" and the second line, who had no liking for the chase, availed themselves of the opportunity to take our more-frightened-than-hurt hero home. Meantime Lord Heartycheer made the most of his time with Angelena. Tom now became the prey of the impecunious Major Guinea-fowle, whose boast was that he had been "five and twenty years a master of hounds without a subscription" and who, also, had an eligible daughter. Young

Hall's affections were forthwith transferred to the latter, but as the novel is not completed we are left in a quandary as to whom he finally marries.

The story concludes with a match in the hunting field between Tom and Cornet Jug ("an ardent sportsman after dinner") of the Heavysteed Dragoons, both of whom had been at one period rivals for the hand of the fair but somewhat aged Angelena. Neither had any sympathy nor feeling for the horses they were riding and spurred them on regardless of the going. Tom's horse fell down dead, so presumably Jug was acclaimed the winner.

The book, which is full of humour and entertainment, is a very welcome addition to a "Surtees" bookshelf. All the characters are well drawn and the illustrations give us an excellent idea of the various personages. Our readers should certainly make the acquaintance of the innocent Tom, his commercial father, the lisping Fibs, the vulgar Blunt and the drunken valet-groom Tights.

G.J.F.F.

"A Greater than Napoleon: Scipio Africanus." By Captain Liddell Hart. (William Blackwood & Sons, Ltd.) 12s. 6d.

Scipio Africanus is one of the lesser known of the great Captains of the past. If only for this reason this book fills an undoubted gap and must be of interest to all and not only to students of military history. The one fault, if any, in the book appears to be that the case of the hero is pleaded with almost too much zest, as if the author was at pains to prove the truth of his title rather against his better judgment. The reader is convinced or otherwise of the truth of Captain Liddell Hart's contention before reaching the last chapter. The summing up in the last chapter is unlikely to cause him to alter his view and is, perhaps, a little redundant.

From the time that he entered public life, Scipio appears to have been a student of human nature. He encouraged the people to think that he was especially favoured by the gods,

whereas most of his success was entirely due to his own foresight. He used all the devices which are so common amongst politicians of the present day. Added to this, he possessed "personality"; he started his career, therefore, with the odds in his favour.

In 210 B.C., at the age of twenty-four, he was chosen to take over command in Spain. It was a bad time for Rome; Hannibal was still in Italy; the army in Spain had been defeated and Scipio's father killed. Yet in a short time the Carthaginians were completely defeated, Spain was secured for Rome and Scipio had returned a conqueror. The story of this campaign is most interesting reading. The author succeeds in discovering the reasons for all his actions and in drawing the necessary lessons.

The African campaign was Scipio's next and greatest exploit. Hannibal was still in Italy and just as the Federal politicians in the American Civil War were concerned over the defence of Washington, so the Senate thought that, to secure Rome, Hannibal must be driven out of Italy. We cannot agree with Captain Liddell Hart that these operations in Africa, culminating in the battle of Zama where Scipio so brilliantly defeated Hannibal, do anything to disprove the truth of the principle that the objective must be the armed forces of the enemy. It was rather because he adhered to this principle that Scipio was so successful. He realised that the security of Rome lay in the destruction of the Carthaginian power and that this must be his object. Merely to drive Hannibal from Italy could never do this. But by attacking Carthage, he was sure of drawing all the enemy forces on him; their defeat would enable him to achieve his object.

As was natural in this Republican State, success bred jealousy. On return from a successful campaign in Asia Minor, in which he consented to act under his brother, he was accused of taking bribes. An ungrateful country had forgotten all that he had done for it, just as we appeared to forget all that Warren Hastings had done for us in India. Scipio was never tried, but retired from public life to his estates away from Rome, where he eventually died.

Thus ended a romantic career, about which little had been written before the arrival of this book. Captain Liddell Hart has presented us with a story in a most interesting and readable form, a story full of military lessons and describing the making of an Empire, which should interest all British people. The book is well got up with maps and clear diagrams. It would help if these were placed at the end of the chapters to which they refer and could be opened clear of the text.

“A Hunting Diary.” By Captain Newton Wynne Apperley.

Edited by E. D. Cuming. (Nisbet & Co., Ltd.) 15s.

The author, who was a grandson of the famous “Nimrod,” was a born sportsman; he rode his first race at the age of four, the other jockeys being his brothers, the eldest of whom was aged eight. None of these young G.R.’s parted company with their mounts, although the latter finished the course somewhat out of hand.

Not only was Apperley a great sportsman but he was also a fine horseman and a first-rate houndman, both in the kennel and in the field. It may be mentioned here that he found a novel use for buttermilk, which he often poured on the backs of the hounds on their return from hunting; thus each hound licked his neighbour clean. (The vicious circle again!) He started his own pack of harriers in 1868, since which date he kept a complete hunting diary. “During his life he hunted with thirty-five different packs of fox hounds, eleven of harriers, nine of otter hounds, nine of beagles and two of stag hounds.” This book, however, contains a record of his hunting experiences in Wales alone, and as such it will certainly appeal to those who are familiar with that country. The chapter on “Mountain Hunting” is the most interesting of all. As the author remarks, a man must be a true sportsman to ride over the “almost inaccessible crags and all but trackless bogs.” It can well be understood that “the shaking bogs” of Plynlymmon were to be avoided at all costs and that the ground over which Apperley hunted would be deemed impassable for those accustomed to hunting in the shires and provinces of England.

His experiences ranged from hunting the fox, hare and otter to the rarer form of sport—hunting the marten and foomart (or polecat). The hunting of the latter unfortunately died out in Wales some years ago.

The author mentions several amusing anecdotes, one of which was his muzzling of an old sow and riding her into the mess room of his Yeomanry regiment. Perhaps this was the quaintest of his many mounts; between 1864 and 1920 he “rode 212 different horses to hounds.” A perusal of the pages of this diary shows clearly that the author’s life was bound up with his hunting, his horses and his hounds, and lovers of sport should derive great pleasure in following his records and experiences of the chase.

O.J.F.F.

“The Story of the Household Cavalry.” By Captain Sir George Arthur, Bart., late 2nd Life Guards, assisted by Captain Shennan, Royal Horse Guards. Vol. 3. (W. Heinemann).

This is a worthy sequel to the two previous volumes published in 1909. These ended with the coronation ceremony of King Edward VII, in August, 1902. The story is now carried on from this date to the end of the Great War, in which, as Lord Allenby puts it in his preface, whether on horse, on foot, or as machine gunners, the Bodyguard of the King “rose to the highest plane of merit.” It is not merely a dry regimental record, but is enlivened, here and there, by whimsical anecdotes, of which one of the pleasantest, perhaps, is the story of the thirsty troopers who would proffer their tinned rations to the natives with the gallant attempt at French, “This is Bully. Swappy for drinky.” Pleasant also is the note of an officer about Lynde: “It is quite a grass country, and the only place where I have seen stake and bound fences which would do credit to Leicestershire.” Fighting apart, there is a very interesting historical document, fortified with many precedents, on the claim that the Household Cavalry alone possessed the privilege of “doing military duty, armed or unarmed, within doors at

the Royal Palaces." The story is also told in full of the burning indignation aroused by a most unfortunate passage in a Recruiting Supplement published by the *Times* in November, 1915.

There is a tendency, nowadays, to let bygones be bygones. Well and good. But those who read two incidents recorded in these pages will find it, I am sure, difficult to forget or to forgive them. To the inquiries made by the mother of a missing officer "whose frequent guest the Kaiser had been, there came a callous and unmannerly reply." After reading this one is not astonished to learn that a set of captured enemy orders laid down that, in case of an enemy retirement, "the last retiring cavalry and cyclists will make the water undrinkable by dung, etc., placed in readiness within immediate reach of the wells." There is a fairly obvious comment, which decency forbids one to make, on so infamous an order.

I have only one criticism to make of this most interesting and well-written volume, and that is that the word "euge," used on page 110, will send most people—I confess it did me—to their dictionaries. And perhaps that is where one of the authors found it. Those who concoct cross-word puzzles might find it useful.

F.J.H.

"The Memoirs of the 18th (Queen Mary's Own) Royal Hussars, 1906-1922, including Operations in the Great War." By Brigadier-General C. Burnett, C.B., C.M.G. (Warren & Son, Winchester). 25s.

The men of the 18th Hussars were evidently well acquainted with the history of their regiment. For, as General Burnett points out, before the European War the last time it had been on French soil was just after Waterloo. When they landed at Boulogne on 16th August, 1914, the men, mindful no doubt of this, were singing, "Here we are, here we are, here we are again." This book, which is written in strictly chronological order, is full of similar pleasant touches. One minute point, which may be of interest to historians in the future, is the statement that it was Corporal Thomas of "C" Squadron of

the 4th Dragoon Guards who "fired the first shot by the British Army in the Great War." It is pleasant too, to read that, just as in the Peninsula the Duke had his pack, so, in December, 1914, "we got a lot of satisfaction out of a pack of beagles which the 4th Dragoon Guards had imported." Not the least interesting pages in this very interesting record are those on which appear accounts by the men themselves of various incidents in which they took part. Here we have the real thing—very different from the jejune stuff which, during the war, the official eye-witnesses were compelled by circumstances to ladle out for home consumption.

F.J.H.

"The Sherwood Rangers' Yeomanry in the Great War, 1914-1918." By Major H. Tallents, D.S.O. Price 10s. 6d. (S. Allan & Co.)

This is a record of good service done at Gallipoli, in Macedonia and in Palestine. There are some lessons to be learnt from it. We are told, for example, that in the Dardanelles, "the maps were inaccurate and on a small scale" and that the plum and apple jam (of which one seems to have heard) tasted "of burnt india-rubber and paraffin." Nor was red tape absent. When they got back to Cairo and indented for S.A.A. the Ordnance Department replied coldly that "in July we had held so many thousand rounds and asked where they were now—this after three months on Gallipoli." And worse was to follow. The Remount Department in Cairo issued about three hundred horses and mules, "but Ordnance officers stated that they had no authority to issue head-collars or ropes to us."

But the best story relates to the Scottish Yeomanry Brigade who, shortly after arriving in the trenches, cheered so vigorously that the Turks opened fire and kept it up for an hour or two. It was reported later that the cause of the excitement was that one of the Scots "had found a sixpence in a dead man's pocket." No wonder the Turks started banging.

Altogether an interesting and brightly written book.

F.J.H.

"The Honourable Artillery Company, 1537-1926." By G. Goold Walker, D.S.O., M.C. With a Foreword by the Earl of Denbigh and Desmond, C.V.O. (John Lane). 12s. 6d.

Apart from the history of the H.A.C. itself this book contains most interesting facts connected with the history of London. We learn, for instance, that cricket was played on the Artillery Ground in 1725, fifteen years earlier than the first record of the famous Hambledon Club in Hampshire. The ground was also used for experimental purposes. In 1722, "Mr. Puckle's Machine," obviously a kind of machine gun, "threw off either one large or sixteen musquet bullets at every discharge, with very great force, 63 times in seven minutes," and, in 1784, Mr. Lunardi, "accompanied by a dog, a cat and a pigeon" ascended in his balloon and came down near North Minns, not so very far, by the way, from the place where a Zeppelin also came down, in a hurry, during the European War.

During the Civil War, most of the members of the H.A.C. took the Parliamentary side, and thus no doubt the Corps obtained that tinge of Puritanism which, in 1777, led to a stern decree that no lady be admitted to any of their balls "in an undress." The H.A.C. has had many famous members but I have looked in vain for one name. There does not appear to be any mention of John Gilpin. The plates are of extraordinary interest and add great value to this delightful book.

F.J.H.



SPORTING NOTES

HORSE SHOWS

The forty-third Annual Show of the Hunters Improvement and National Light Horse Breeding Society was held at the Agricultural Hall during the first week in March.

The first two days were principally occupied in judging the thoroughbred stallions for the King's Premiums. The entry for this section numbered 102, and the high standard of former years was well maintained, amongst them being such well-known performers on the racecourse as Periosteum, Ardavon, London Cry, Eton Boy, Kentish Knock, Great Surprise and Crubenmore.

The King's Champion Challenge Cup was won by Captain T. L. Wickham-Boynton's Hector, the reserve being given to Captain Wickham-Boynton and Mr. H. A. Cholmondeley's Ardavon. Last year Ardavon won the Cup with His Majesty's London Cry reserve. Hector is now eighteen years old.

Other results were : Yearling Colts or Geldings, Mr. North's Gold Standard ; Yearling Fillies, Mr. Beard's Westeria ; Two-year-old Colts or Geldings, Miss Harrison's Kingfish ; Two-year-old Fillies, Mrs. Sofer Whitburn's Translucent ; Three-year-old Colts or Geldings, Miss Wellesley's Eiffel ; Three-year-old Fillies, Mr. Fryer's Gaylarch ; Prince of Wales' Champion Cup, Miss Wellesley's Eiffel ; Champion Hunter, Mr. Scott-Hopkin's Ptarmigan.

The King and Queen visited the show on the second day and His Majesty presented his Champion Cup to Captain Wickham-Boynton.

ARMY RACKETS

SINGLES

FIRST ROUND

Mr. M. D. Maclagan (R.E.) beat Vet. Major G. B. C. Rees-Mogg (R.H.G.)

SECOND ROUND

Mr. J. R. Duckworth-King (Coldstream Guards) beat Mr. J. N. Cheney (K.R.R.)

Mr. A. C. Gore (Rifle Brigade) beat Capt. A. H. Hornby (R.A.)

Mr. C. J. Wilson (K.R.R.) beat Mr. M. D. Maclagan (R.E.)

Mr. G. N. Scott-Chad (Coldstream Guards) beat Mr. O. C. Smith-Bingham (17/21st Lancers)

M

SEMI-FINALS

Mr. Duckworth-King beat Mr. Gore.

Mr. Scott-Chad beat Mr. Wilson.

FINAL

Mr. Scott-Chad beat Mr. Duckworth-King by 3 games to 1.

Mr. Scott-Chad has now won the Championship two years in succession and, with his present opponent as partner, has won the Doubles Championship three years in succession. Both are fine players. Mr. Scott-Chad has more experience in first class rackets, but Mr. Duckworth-King seems to improve every time he plays, and as he is still young has distinct possibilities as a future amateur champion.

THE ARMY DOUBLES

The entry for this competition was disappointing, only four regiments sending in nominations, and of these the Northamptonshire Regiment were obliged to scratch.

FIRST ROUND

Coldstream Guards (Mr. G. N. Scott-Chad and Mr. J. R. Duckworth-King) beat the Rifle Brigade (Mr. A. C. Gore and Capt. L. S. B. Williams) by 4 games to 1.

The King's Royal Rifles (Mr. J. N. Cheney and Mr. C. J. Wilson) w.o. The Northamptonshire Regiment scratched.

FINAL

The Coldstream Guards beat The King's Royal Rifles by 4 games to 2.

RACING IN INDIA

The Viceroy's Cup, run on 27th December, was won by Mr. C. N. Wadia's Cap-a-Pie from Orange William and Quincy. The last named, owned by the Aga Khan and ridden by Walker, was a hot favourite, starting at 6 to 4 on, but gave a disappointing show and never looked dangerous. Orange William appears to have gone off, but he is now ten years old and is bound to have lost some of his dash. The going was heavy and the time the slowest in the history of the race.

The Indian Grand National, run on 29th December, was won by More Sanity, owned by Mr. J. Minn Austin and ridden by Capt. Leetham of the 11th Hussars. There were 12 starters. Folly II fell early as did Donna Papita, Dome Rock, Johore and Tycoon. After two miles had been covered Bachelors Bubble was in front with Tostan, More Sanity, Honolulu, Pretender, Queen of Kilcash and Knacky Fox in a cluster. At the last fence Bachelors Bubble fell and More Sanity went on to win by three lengths from Honolulu and Tostan. The winner is a bay gelding by Santoi out of Unity Moore. He

won a couple of hurdle races in 1923 and after seven unsuccessful attempts in the following year was sold to go to India.

The Grand Annual was won by Snowdrift belonging to Mr. E. Dee. We cannot trace this horse as having run in England but as he was giving no less than 38 pounds to the second and 3 stone to the third he must be distinctly useful. As he started at evens the win was no fluke.

The Governor's Cup was won by Bonnie Lad, the property of Mr. C. Howarth. Presumably this is the gelding by Long Set out of Bonnie Lassie, formerly trained by Colling. He ran in a couple of 2-year old sellers in 1922, but does not appear to have run again in England.

ARMY CUP

Seven furlongs. A Welter Handicap for horses in Class 4, the property of, and to be ridden by, officers holding H.M. Commission in the Regular Army or Royal Air Force, which have never won a race value Rs.2,000 or over.

Maj. C. Newton Davies and Maj. D. R. Bruce's Lantern, 10—1 (Captain Russell)	.. .. .	1
Capt. F. Richards' One Guinea, 10—0 (Mr. Bland)	.. .. .	2
Capt. G. L. Hastings and Mr. P. L. Graham's Glen Dessary, 9—11 (Capt. Jerome)	.. .. .	3
Lieut.-Col. Gourlie and Capt. M. Cox's Middleton, 9—13 (Capt. Cox)	.. .. .	4

Also ran : Don Quixote 11—12, Weed Killer 11—5, Head First 11—2, Whitsun 10—0, Hushabye 9—9 (carried 9—11), Centuary 9—2, Floss 9—2 and Royal Flight 9—0 (carried 9—8).

Won by a neck, 2 lengths and a head. Time : 1 min. 31½ secs.

POLO IN INDIA

The I.P.A. Championship Tournament was begun at Calcutta in Christmas week.

The first match was between The Centaurs : Major Beresford (5), Capt. B. Dalrymple Hay (7), Col. J. Harvey (5), Capt. Alexander (8), and the 4th Hussars : Mr. I. E. Wick (0), Mr. J. E. Armstrong (1), Mr. P. H. Dollar (5), and Mr. J. P. Robinson (2).

As might have been expected from the handicap, the Centaurs won easily by 11 goals to 1.

In the second match the Army in India : Capt. George (7), Major Williams (8), Capt. Dening (8) and Major Atkinson (8), defeated Meerut : Major Pigot Moodie (4), Mr. Connal (2), Major St. Lawrence (3) and Major Harvey (4), by 13 goals to 2.

Meerut began well against a stronger team and held their own fairly well for the first three chukkers, when the faster ponies and the superior combination of their opponents began to tell and during the second half the Army had things pretty much their own way.

On the second day the Pilgrims : Col. Tomkinson (5), Raja Dalpat Singh (6), Col. Vigors (6) and Mr. Guinness (5), defeated the 12th Cavalry : Capt. Branfoot (2), Capt. Birnie (4), Mr. Weber (6) and Col. Gannon (6), by 6 goals to 2.

This was followed by the match between the Army in India and the Centaurs. Capt. George not being well was replaced by Mr. Pert. This naturally affected the combination of the team to some extent and necessitated a re-shuffling of the ponies, but the Army had little difficulty in winning by 10 goals to 2.

The final was played on 30th December, and resulted in a win for the Army in India, who defeated the Pilgrims by 9 goals to 2. Atkinson at back was in great form. Both at Delhi and Calcutta his performances have been well up to international form. Dening at three worked hard and fed his forwards well. He scored three times out of five shots. Capt. Williams was brilliant but not quite so accurate as usual in front of goal. Capt. George came back into the team and it was pleasant to see him in his best form. He let few chances escape him and scored five times out of eight shots.

Capt. Anderson, who had been previously selected to accompany the team, has had to withdraw owing to an accident. Capt. Roark will probably take his place.

In the final tie of the Prince of Wales' Tournament the Army in India defeated Bhopal by 8 goals to 5. In this match Capt. C. E. Pert took the place of Capt. George, who was not well enough to play.

This is probably the best form that the Army in India team has yet shown, as Bhopal is a very strong side.

At the conclusion of the Tournament the following seven players were invited to complete the list from which the team will eventually be chosen :

Maj. E. G. Atkinson (Governor-General's Body-Guard).

Maj. A. H. Williams (Central India Horse).

Capt. J. P. Dening (11th P.A.V.O. Cavalry).

Capt. R. George (Central India Horse).

Capt. C. E. Pert (15th Cavalry).

Mr. H. Guinness (Scots Greys).

Capt. C. T. I. Roark (late Poona Horse).

Some difficulty has been found in mounting the team, but thanks to the generosity of the Maharaja of Jodhpur this has been partially overcome. Some twenty-two ponies have been found well up to international form and a number of others have been offered.

THE EZRA TOURNAMENT, 23rd December, 1926.

<i>Equitation School</i>	<i>beat</i>	<i>Calcutta Yellow</i>
Capt. Keightley		Mr. Robertson
Mr. Knight		Mr. Milton
Thakur Dalpat Singh		Mr. Sawdy
Mr. Byrne		Mr. Johnstone

Equitation School won 16—5, Calcutta having started 4 goals up on the handicap.

<p><i>12th Cavalry</i></p> <p>Capt. Branfoot Capt. Birnie Mr. Weber Col. Gannon</p>	<p>beat <i>North Bengal Mounted Rifles</i></p> <p>Capt. Morrison Mr. Hill Major Little Maj. Macdonald</p>
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12th Cavalry won 10—7.

<p><i>Ragtails</i></p> <p>Mr. Hunter Capt. George Capt. Dalrymple Hay Mr. Campbell</p>	<p>beat <i>Nameless</i></p> <p>Maj. Pigot Moodie Col. Tomkinson Maj. Beresford Maj. St. Lawrence</p>
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The Ragtails won 10—3.

<p><i>Viceroy's Staff "Y"</i></p> <p>Capt. Herbert Capt. Lunham Maj. Atkinson Capt. Alexander</p>	<p>beat <i>Standbacks</i></p> <p>Raj Kumar Desraj Urs. Maj. Williams Capt. Pert Capt. Dening</p>
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Viceroy's Staff "Y" won 5—3, having started 3 goals up on the handicap.

<p><i>The Governor's Team</i></p> <p>Capt. Wilkinson Raj Kumar Vireshwar Singh Riss. Mal Singh Maj. Henry</p>	<p>beat <i>The Viceroy's Staff "X"</i></p> <p>Capt. Mostyn Owen Capt. Taylor Col. Harvey Capt. Lord Molyneux</p>
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The Governor's team started $1\frac{1}{2}$ goals up on the handicap and won $4\frac{1}{2}$ —4.

<p><i>Equitation School</i></p>	<p>beat <i>12th Cavalry</i></p>
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The Equitation School starting 3 goals up on the handicap won 6—5.

<p><i>Royal Scots Greys</i></p> <p>Mr. Mackeson Mr. Connal Mr. Guinness Mr. Baskerville-Glegg</p>	<p>beat <i>4th Hussars</i></p> <p>Mr. Wijk Mr. Armstrong Mr. Dollar Mr. Robinson</p>
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4th Hussars got $\frac{1}{2}$ goal on the handicap. The Greys won 5—4.

<p><i>Ragtails</i></p>	<p>beat <i>Viceroy's Staff "Y"</i></p>
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The Ragtails won 5—3.

<p><i>The Governor's Team</i></p>	<p>beat <i>Ragtails</i></p>
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The Governor's team, starting 3 goals up on the handicap, beat the Ragtails 7—5.

Royal Scots Greys beat *Equitation School*

Royal Scots Greys with 1½ goals on the handicap beat the Equitation School 5—2.

FINAL

Royal Scots Greys beat the Governor's team by 6—4.

INDIAN CAVALRY POLO TOURNAMENT

Played at Lahore, commencing 28th January.

OPENING GAMES

<i>Central India Horse</i>	beat	<i>12th Cavalry</i>
Capt. H. A. Wansbrough Jones	(1)	Capt. D. C. Branfoot
Capt. R. George	(2)	Capt. E. St. J. Birnie
Capt. B. G. Dalrymple-Hay	(3)	Mr. H. N. Weber
Capt. A. G. S. Alexander	(4)	Lieut. Col. J. R. C. Gannon
10 goals		3 goals
<i>Guides Cavalry</i>	beat	<i>Hodson's Horse</i>
Capt. A. V. Hammond	(1)	Maj. T. W. Corbett
Mr. A. J. Dring	(2)	Capt. R. H. R. Cumming
Capt. C. P. J. Prioleau	(3)	Capt. R. T. Lawrence
Lieut. Col. D. K. McLeod	(4)	Capt. R. A. Oswald
5 goals		3 goals
<i>Skinner's Horse</i>	beat	<i>15th Lancers</i>
Capt. B. Randall	(1)	Capt. S. H. Persse
Capt. E. D. Holder	(2)	Risaldar Mohammad Khan
Capt. A. F. Deave	(3)	Mr. J. A. Greenaway
Maj. E. Pott	(4)	Maj. E. G. Atkinson
5 goals		4 goals

SECOND ROUND

<i>P.A.V.O. Cavalry</i>	beat	<i>3rd Cavalry</i>
Capt. P. R. Tatham	(1)	Mr. D. S. L. Gregson
Capt. G. Carr-White	(2)	Capt. H. L. Watkis
Capt. J. P. Denning	(3)	Lieut. Col. A. B. Skinner
Capt. C. E. C. Hope	(4)	An Indian
12 goals		4 goals
<i>Central India Horse</i>	beat	<i>Guides Cavalry</i>
13 goals		1 goal
<i>Poona Horse</i>	beat	<i>Probyn's Horse</i>
Maj. A. Marshall	(1)	Capt. I. Campbell
Capt. G. D. Baines	(2)	Capt. J. W. Davidson
Capt. K. Hatch	(3)	Maj. H. Macdonald
Maj. R. G. MacGregor	(4)	Lieut. Col. R. Anderson
8 goals		3 goals

SEMI-FINALS

The Central India Horse beat Skinner's Horse 7—3, and the P.A.V.O. Cavalry beat the Poona Horse 5—3.

FINAL

The Central India Horse proved by far the better team and won by 9—3.

TENT PEGGING

THE INDIAN CAVALRY TENT-PEGGING COMPETITION was won by Lieut. Gulsher of the 19th Lancers.

THE INDIAN CAVALRY TROPHY (8 a side) was won by the 18th Cavalry ; the 15th, 6th and 20th Lancers tying for second place. Fourteen teams entered.

SECTION COMPETITION. Winners : 10th Guides Cavalry.

HORSE SHOWS

THE CANADIAN INTERNATIONAL TEAM, 1926

Three contests were held. The first two between Canada, Belgium, France and U.S.A. ; the third between Canada, Belgium, France, Poland, Spain, Holland and U.S.A.

The first was held at the Royal Show at Toronto over a modified course. The last two were at Toronto and New York on 19th and 25th November respectively, and were over the Olympia course "A."

The Canadian team at Toronto was :

Major R. S. Timmis, R.C.D., on Bucephalus.

Capt. S. C. Bate, R.C.D., on Bobs.

Lieut. G. F. Elliot, R.H.A., on Montreal.

At New York the team was the same except that Capt. Bate rode Golden Gleam.

The scores were :

First Contest

Canada	..	..	4½	France..	..	..	10
Belgium	..	..	8	U.S.A.	..	..	15

Second Contest

France ..	..	..	9	Canada	..	..	21½
Belgium	..	..	18	U.S.A...			disqualified

Third Contest

Poland ..	..	..	21½	Holland	..	..	38½
France ..	..	..	28½	Spain ..	..	..	57
Canada	..	..	31	U.S.A.	..	..	70
Belgium	..	..	31½				

There was an unfortunate mistake in the scoring of the Canadian first round, the faults being announced as 20, whereas it was generally agreed that the correct number was 13. A protest was lodged and the score corrected, but not until the ribbon for third place had been awarded to Belgium.

The conditions in New York were not favourable to the horses. There were no opportunities for schooling, and it was difficult to obtain proper exercise. This had to be given in the streets, and though every assistance was given by the police it was not sufficient to keep the horses at their best. Had the Canadian team been chosen earlier there is no doubt they would have done better. The competitors were only selected a week before the Royal and some of the horses not until later. Also after the team had been chosen other riders were allowed to jump the horses at Toronto. The best results could not be obtained under these conditions.

In order to win these competitions at least two months schooling is necessary. It has also been found that only Regular officers are in a position to afford the time for regular schooling.

LATE NEWS.

THE NATIONAL HUNT STEEPLECHASE

Forty-three horses faced the starter for this popular event. Falls, as usual, were numerous and only sixteen completed the course.

What's That made the early running and was still in front when they came on to the racecourse from behind the stands, followed by Fine Yarn, Little Jim and Tarzan. What's That fell at the water. At the last fence Fine Yarn and Tuskar were together, but the latter fell leaving Fine Yarn to win by two lengths.

2.45 (2.56).—The National Hunt Steeplechase of 1,000 sovs., added to a sweepstakes of 10 sovs. each; second to receive 150 sovs., third 100 sovs., and fourth 50 sovs. Four miles.

Fine Yarn, ch g, by Zria—Llangilda (Mrs. C. Stevens), aged, 12 st. 3 lb.	Mr. J. Stevens	1
Slavedriver, br g, by Hurry On—Slave Song (Capt. J. A. G. Emmet), aged, 12 st. 3 lb.	Owner	2
Jackanapes, b g, by Tomas-an-Appagh—Utopian (Mr. A. J. Davis), aged, 12 st. 3 lb.	Owner	3

THE GRAND MILITARY MEETING

The Grand Military Meeting, held at Sandown on 18th and 19th March, was favoured to an unusual extent by the conditions. The weather was pleasant and the going exceptionally good.

The Gold Cup was won by Scotch Eagle, ably ridden by his owner, Captain A. F. W. Gossage of the 17/21st Lancers. There were eighteen starters and of these only two fell. Coming round the last bend at least half a dozen horses were going well. Two fences from home the order was Ghent of Old,

Rampant, Bovril III, Foxtrot and Scotch Eagle ; the latter then began to make up ground and drawing away after the last fence won by four lengths.

It was a matter of general remark that the riding was a great improvement on anything seen of late years at this meeting. Captain Gossage's performance being a particularly fine one.

THE SELLING STEEPLECHASE

2.15 (2.19).—The Selling Steeplechase of 200 sovs. Two miles.

Final Act, b g, by Forum—Favourite Scene (Mr. R. C. Kidd), aged, 11 st. 7 lb.	Owner	1
Templebar, ch g, by His Majesty—Merciless (Sir P. G. Lawson), aged, 11 st. 12 lb.	Owner	2
Madrigal, br g, by Maiden Erlegh—Palm Tree (Major H. Misa), aged, 12 st. 3 lb.	Owner	3

Won by five lengths ; a short head separated second and third.

THE GRAND MILITARY GOLD CUP

2.55 (2.59).—The Grand Military Gold Cup of 650 sovs. and piece of plate value 100 sovs. ; second to receive 100 sovs. ; and third 50 sovs. Three miles and 100 yards.

Scotch Eagle, ch g, by French Eagle, dam by Clanronald (Captain A. F. W. Gossage), aged, 12 st.	Owner	1
Foxtrot, ch g, by Light Brigade—Flora Dance (Captain H. Lumsden), aged, 13 st.	Owner	2
Bovril III, ch g, by Simonson—Bovril (Mr. G. W. Pennington), aged, 12 st.	Owner	3
Ghent of Old (Major T. Sebag Montefiore), aged, 12 st. 7 lb.	Lord Killeen	0
Time Enough (Mr. F. Usher), aged, 12 st. 7 lb.	Owner	0
Dash o' White (Mr. P. Akroyd), aged, 12 st.	Mr. W. West	0
Ardonian (Major V. Mocatta), aged, 12 st.	Captain de W. Fenton	0
Beaumonde (Mr. C. D. Peachey), aged, 11 st. 9 lb.	Owner	0
Snapper (Major T. Sebag-Montefiore), aged, 12 st.	Captain M. Dennis	0
Royal Sport (Mr. L. H. S. Groves), aged, 11 st. 10 lb.	Owner	0
Mask On (Captain Dennis), aged, 11 st. 7 lb.	Mr. Poole	0
Uncle Jack (Captain A. Gollan), aged, 11 st. 7 lb. (car. 11 st. 9 lb.)	Owner	0
Royal Edgar (Major Norrie), aged, 11 st. 2 lb.	Captain Davey	0
Rampant (Colonel W. S. Anthony), aged, 11 st.	The Hon. W. Grosvenor	0
Snapshot (Mr. C. N. Brownhill), 6 yrs., 11 st.	Owner	0
Snow Crest (Mr. C. B. Harvey), aged, 11 st.	Owner	0
Glennan (Squadron Leader C. Ridley), 6 yrs., 11 st. 7 lb.	Owner	0
Lutoi (Captain E. J. L. Speed), 6 yrs., 11 st. (car. 11 st. 7 lb.)	Owner	0

Winner trained by Woodland, at Cholderton.

Betting.—5 to 1 Dash o' White, 7 to 1 each, Ghent of Old, Scotch Eagle, Uncle Jack and Snow crest, 8 to 1 Rampant, 9 to 1 Bovril III, 10 to 1 each, Lutoi and Foxtrot, 100 to 8 Time Enough, 100 to 7 each against the others.

Won by four lengths ; a length separated second and third. Ghent of Old was fourth and Mask On last.

THE PAST AND PRESENT HANDICAP STEEPLECHASE

3.25 (3.38).—The Past and Present Handicap Steeplechase of 280 sovs. ; second to receive 40 sovs. ; and third 20 sovs. Two miles and a half and 50 yards.

Rathluck, b or br g, by Rathdennis—dam by Bergomask (Lord Londesborough), aged, 11 st. 13 lb.	Mr. H. Brown	1
Devonport, br g, by Tredennis—Regime (Captain C. B. Petre), aged, 10 st.	Captain Davey	2
Fiddle Pin, b g, by St. Amant—Pinjane (Major F. Barrett), 6 yrs., 11 st. 2 lb.	Mr. W. West	3

Won by three lengths ; a bad third. Longhaul was fourth and Pinnacle last.

THE MAIDEN HUNTERS' STEEPLECHASE

3.55 (4.7).—The Maiden Hunters' Steeplechase of 270 sovs. ; second to receive 50 sovs. ; and third 20 sovs. Three miles and 100 yards.

Gunner L., b g, by Fowling-piece—Fairy Sheen (Mr. A. D. M. Teacher), aged, 11 st. 4 lb.	Owner	1
Theorem, bl or br g, by Bushido—Theobald's Park (Captain C. K. Davy), aged, 11 st. 4 lb.	Owner	2
Digby Grand II, b g, by Earla Mor—Eastbourne Queen (Lieutenant-Colonel G. Brooke), 6 yrs., 12 st.	Lord Killeen	3

Won by eight lengths ; a bad third. Redgauntlet III was the only other to finish.

SECOND DAY

THE UNITED SERVICES' SELLING HANDICAP STEEPLECHASE

2.15 (2.16).—The United Services' Selling Handicap Steeplechase of 200 sovs. Two miles.

What Luck, br g, by Cylgad—Silver Shield (Mr. C. W. Langlands), aged, 11 st. 11 lb.	Owner	1
Father Collins, ch g, by Simon Square—Lady Sevington (Captain W. T. Holland), aged, 10 st. (car. 10 st. 4 lb.)	Mr. L. Whitfield	2
Court Scandal II, b g, by King's Proctor—Royal Welsh (Mr. C. B. Harvey), aged, 11 st. 13 lb.	Owner	3

Won by five lengths ; a length separated second and third. Ferdia was fourth and Bachelor's Lady last.

THE GRAND MILITARY HANDICAP STEEPLECHASE

2.45 (2.49).—The Grand Military Handicap Steeplechase of 400 sovs. ; second to receive 70 sovs. ; and third 30 sovs. Two miles and a half and 50 yards.

Ghent of Old, gr g, by Newgrey—The Dowager (Major T. Sebag-Montefiore), aged, 12 st. 6 lb.	Captain M. Dennis	1
Æsop, b g, by Lomond—Betty B. (Mr. M. G. Roddick), aged, 11 st. 6 lb.	Captain Lumsden	2
Ardonian, b g, by Ardoon—Noble Grace (Major V. Mocatta), aged, 11 st. 3 lb.	Captain de Wend Fenton	3

Won by two lengths ; four lengths separated second and third. Time Enough was fourth and Laddoux last.

THE VICTORY OPEN STEEPLECHASE

3.55 (3.57).—The Victory Open Steeplechase of 300 sovs. Two miles and a half and 50 yards.

Orange Maiden, ch m, by Rossendale—Tangerina (Captain J. H. L. de Wend Fenton), aged, 12 st. 2 lb.	Owner	1
Rampant, b g, by Don Juan—Red Rambler (Colonel W. S. Anthony), aged, 12 st. 7 lb.	Hon. H. Grosvenor	2
Lord Emmett, b g, by Hunmanby, dam by Barcadale—Miss Emmett (Captain C. M. Napier), 6 yrs., 12 st. 7 lb.	Captain M. Dennis	3

Won by half a length ; eight lengths separated second and third. Gallant Crusader was fourth and Standard Model last.

THE TALLY-HO HUNTERS' STEEPLECHASE

4.25 (4.27).—The Tally-Ho Hunters' Steeplechase of 270 sovs. ; second to receive 50 sovs. ; and third 20 sovs. Three miles and 100 yards.

Pippin II, b g, pedigree unknown (Captain M. Dennis), aged, 12 st. 7 lb.	Owner	1
Chateau d'Or, b g, by Fincastle—Dora (Captain R. Stanyforth), aged, 11 st. 2 lb.	Owner	2
Magic Blue, br g, by White Magic—Drucilla (Mr. W. R. West), 6 yrs., 12 st.	Owner	3

Won by six lengths ; a bad third. Mormon was the only other to finish

THE 1ST CAVALRY BRIGADE'S POINT-TO-POINT STEEPLECHASES

The 1st Cavalry Brigade's Point-to-Point Steeplechases were run on 16th March at Dippenhall, near Farnham, in Surrey. The results were :

10TH ROYAL HUSSARS CHALLENGE CUP

10th Royal Hussars Challenge Cup and a sweepstake of £1 each. 12 st. 7 lb.

Major Derek Richardson's Nordesk (Warwickshire)	Owner	1
Mr. C. B. Harvey's Tiger (Berkeley)	Owner	2
Mr. C. D. Miller's Ginger (Beaufort)	Owner	3

Thirteen ran. Won easily by four lengths ; the same distance separated second and third.

17/21ST LANCERS RACE

17/21st Lancers Race for the Beresford Cup. 13 st.

Mr. T. G. Watt's Scissors (Cottesmore)	Owner	1
Mr. H. C. Walford's Wroth (Pytchley)	Owner	2
Mr. H. W. Forester's Suirvale (S. and W. Wilts)	Owner	3

Twelve ran. Won by four lengths ; six lengths separated second and third.

NOMINATION OPEN RACE

Nomination Open Race for a cup presented by Colonel F. W. L. Cavendish and Major C. W. M. Norrie (1st Cavalry Brigade), and £20 to winner ; £10 to the second. 12st 7 lb.

Mr. C. B. Harvey's Exchange (Berkeley)	Owner	1
Lieutenant-General Sir W. Heneker's Visible (Garth) 13 st. 7 lb.		
	Mr. Peter Heneker	2
Major C. Townsend's Upper Rathduff (Berks and Bucks Staghounds)	Owner	3

Thirteen ran. Won by a short head ; five lengths separated second and third.

1ST KING'S DRAGOON GUARDS CUPS

1st King's Dragoon Guards Cups.—Lightweight, 12 st. 7 lb. ; Heavyweight 14 st.

Mr. J. A. Holmes's Valerie II (Grafton)	Owner	1
Mr. B. D. S. Porter's Harborough II (E. Essex)	Owner	2
Mr. T. W. Wilder's Royal Alliance (Beaufort)	Owner	3

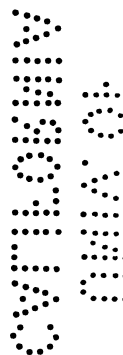
Twelve ran. Won by twenty lengths ; the same distance separated second and third. Mr. Holmes won the Lightweight Cup and Mr. Porter the Heavyweight Cup.

ALDERSHOT COMMAND RACE

Aldershot Command Race for a cup given by the Officers of the 1st Cavalry Brigade and £10 to winner ; second £5. Maiden hunters. 13 st.

Mr. C. B. Miller's Half Asleep (Beaufort)	Owner	1
Lord Nunburnholme's Mary (Warwickshire)	Major Derek Richardson	2
Major G. Clark Rob's Double (Heythrop)	Owner	3

Twenty-three ran. Won by a length ; four lengths separated second and third.





By kind permission of M. J. Paget, Esqre.

IPSWICH BARRACKS

1808

THE EARL OF UXBRIDGE	LORD PAGET	DUKE OF CUMBERLAND	Hon. BERKELEY PAGET	MR. HUDSON
	afterwards the	afterwards		
	1st Marquis of Anglesea	King of Hanover		

THE CAVALRY JOURNAL

JULY, 1927

PURCHASING PIPES AT IPSWICH BEFORE EMBARKING FOR THE PENINSULA

THIS picture is reproduced from a water-colour, the work of the younger Dighton, a son of Dighton the caricaturist, which hangs in the officers' mess of the 7th Hussars, and the history of which is perhaps best told by quoting the following two letters which are given in Barrett's "History of the 7th (Queen's Own) Hussars."

The first is from Mr. Hudson, tobacconist, of 285, Regent Street, is dated the 1st March, 1845, and is addressed to the Marquess of Anglesey :

"MY LORD,

"I regret exceedingly that severe illness prevented my having the honour of waiting on your Lordship this morning to give you an explanation of the picture your Lordship took the trouble of coming to see.

"Your Lordship will perhaps recollect that in October, 1808, you called at my house and said that the Hussar Brigade could not be quite perfect without the meerschaum pipes, and promised that if I could bring down a large collection of these pipes to Ipswich, you would do me the honour of introducing me to the officers of your Brigade previous to the grand review of Cavalry and Infantry on Rushmore Heath, which I accordingly did and received your Lordship's kind recommendation to the Duke of Cumberland and all the Officers of your regiment and the 10th, 15th and 18th Hussars, to whom I sold upwards of 500 pipes. Young Dighton was at Ipswich painting horses and dogs for

the officers, and unknown to me was looking into Mr. Berkeley Paget's room, as the scene in the picture represents, and made the drawing. Your Lordship's father was sitting by the fire, and although only your Lordship, the Duke of Cumberland and Mr. Berkeley Paget appear in the picture, yet your Lordship's brother, Sir Charles, General Gwynne and the other officers had come out of the mess room, where I think the Dukes of York and Cambridge were present.

"I feel, my Lord, that on that occasion I owed much to your Lordship, and from the very high respect I am bound to entertain towards you I beg to say that, if your Lordship has the least desire to possess the picture, it is quite at your service, and I hope you will accept it as a small token of gratitude for past favours I have received at your hands, and that you may live many years and enjoy good health is the earnest hope of

"Your Lordship's obedient Servant,

"J. HUDSON."

To this the Marquess of Anglesey replied on the 1st March from Uxbridge House, as follows:—

"Lord Anglesey is exceedingly obliged by Mr. Hudson's kind attention. The picture brings fully to his recollection the scene alluded to in Mr. Hudson's letter, and he thinks the group and their occupation so exceedingly adapted to Mr. H.'s smoking room, that he cannot deprive him of it, but will always remember Mr. H.'s obliging offer of the picture."

The 7th Hussars were stationed for six years at Ipswich and Norwich, embarking in October, 1808, for the Corunna campaign.

The picture here illustrated is of interest as having been painted without the knowledge of the parties represented, and it is said that at the high price paid in those days for meersch-chaum pipes, a sum in four figures would hardly represent the amount of the deal among the regiments of the Hussar Brigade.

The picture is also reproduced under the title here given, in Vol. 2 of the "Paget Papers."

H. C. W.

**MAJOR-GENERAL J. E. B. STUART,
THE CONFEDERATE CAVALRY LEADER**

By COLONEL H. C. WYLLY, C.B.

JAMES EWELL BROWN STUART, or "Jeb" Stuart as he was affectionately called by those who served with and under him, and by which name he still lives in the hearts of the men of the Southern States, was descended on his father's side from a north of Ireland family, one of whom emigrated to America in the early days of the seventeenth century, settling first in Pennsylvania and later in Virginia where he acquired large landed estates. The son of this emigrant served in the Republican Cavalry in the War of Independence and was dangerously wounded in the action of Guildford Court House; while his grandson, Archibald Stuart, also served in the United States Army in the war of 1812.

Archibald Stuart lived at Laurel Hill, Patrick County, under the shadow of the Blue Ridge Mountains, and there raised a family of four sons and six daughters, among whom "Jeb" Stuart was the seventh child and youngest son.

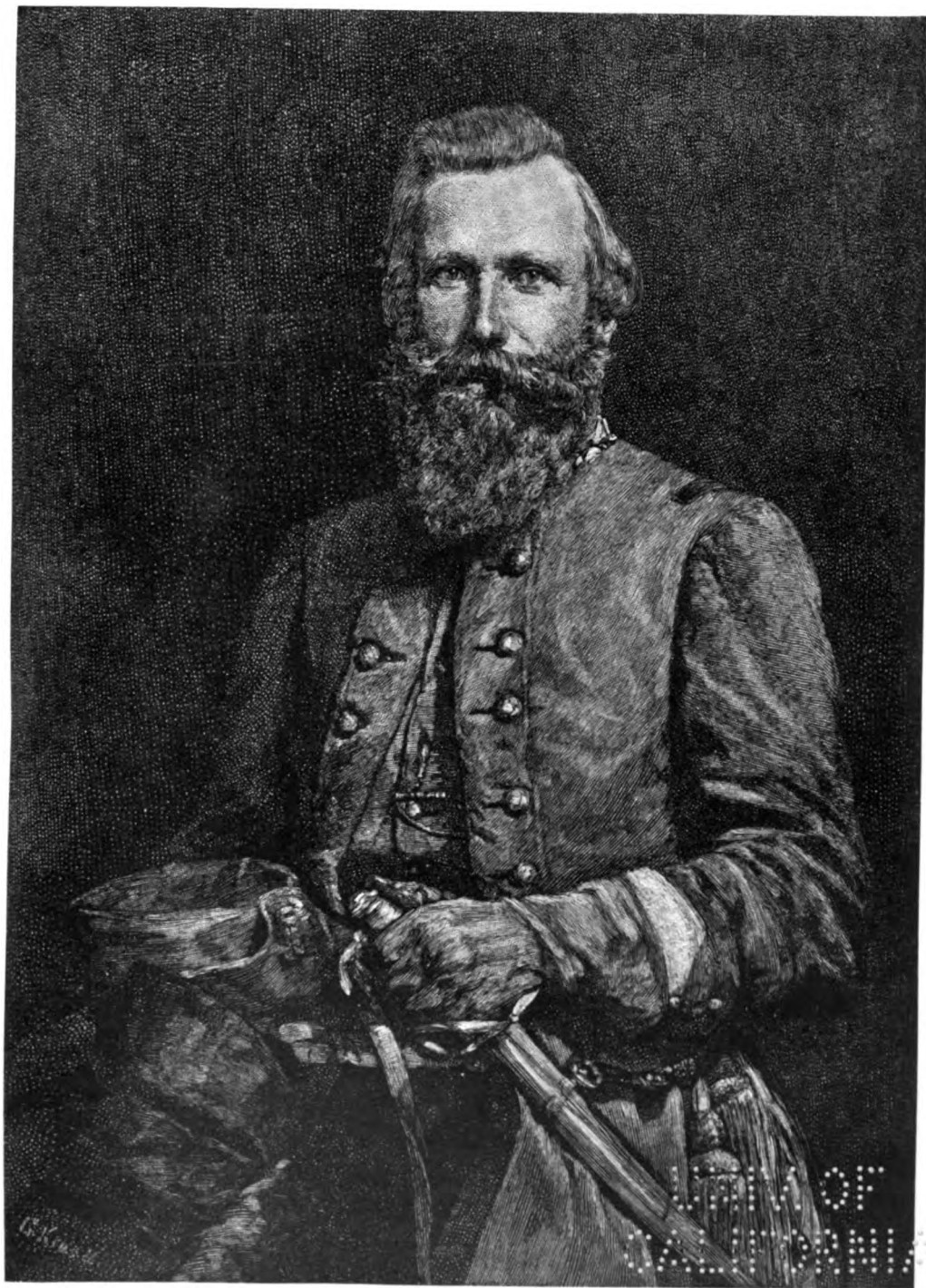
Having decided upon following the profession of arms, young Stuart was educated at the United States Military Academy at West Point, and in July, 1854, was commissioned second-lieutenant in the Regiment of Mounted Riflemen then serving in Texas; but owing to the prevalence of yellow fever on the route to his garrison, he was not able to join his corps at Fort Clark, Texas, until the end of the year, by which time he had been promoted lieutenant. At West Point Stuart had been a class-mate of Fitzhugh Lee, with whom he was afterwards to be associated in the field; and, speaking of Stuart as he was at this period, Lee wrote in after years: "I recall his distinguishing characteristics: which were a strict attention to his military

duties, an erect soldierly bearing, an immediate and almost thankful acceptance of a challenge to fight from any cadet who might in any way feel himself aggrieved, and a clear, metallic ringing voice."

In March, 1855, Stuart was transferred to the 1st Regular Cavalry, and in the same year he married the daughter of Colonel Cooke, then regarded as one of the most capable cavalry officers in the United States Army, and from whose ripe judgment and wide experience the son-in-law learnt much that was to prove useful to him in after years. In 1857 Stuart was engaged with his regiment against a body of Cheyenne Indians on the Kansas River and was severely wounded. Two years later he was employed as aide-de-camp to Colonel R. E. Lee in the suppression of the John Brown raid on Harper's Ferry.

Early in 1861, like other Southern officers of the United States Army, Stuart saw that he would very soon be called upon to come to a prompt and important decision ; war between the North and South was imminent, and in March Stuart obtained two months' leave of absence during which he intended to observe the action of his native State in regard to secession and be guided by what the decision of Virginia might be ; and when Virginia finally seceded Stuart resigned his commission in the United States Army, the letter announcing his resignation crossing one containing the notification of his promotion to captain.

Stuart was almost at once made Lieutenant-Colonel of Cavalry, and by June he was in command of a regiment no more than 334 strong, all ranks, but composed of men who knew the country thoroughly, and provided their own horses. It was not long before, in Stuart's capable hands, they made themselves thoroughly proficient in outpost duty, ten regiments being sent to operate with General Johnston's force in the Shenandoah Valley, where so well did they and their commander acquit themselves that when Johnston was later transferred elsewhere, he wrote to Stuart :—" How can I eat, sleep or rest in peace without you upon the outpost ? "



*J. E. B. Stuart
Major General*

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In the early part of the campaign which now opened, Stuart's small command was used as a screen to cover Johnston's movement on Manassas, and those who at this time were associated with the cavalry leader "are eloquent in their description of the energy and the habits of the man. They tell how he remained almost constantly in the saddle; how he never failed to instruct personally every squad which went out on picquet; how he was everywhere present, at all hours of the day and night, along the line which he guarded; and how by infusing into the raw cavalry his own activity and watchfulness, he was enabled, in spite of the small force which he commanded, to observe the whole part of the Potomac from Point of Rocks to beyond Williamsport—a front of more than fifty miles. His animal spirits were unconquerable, his gaiety and humour unfailing; he had a ready jest for all, and made the forests ring with his songs as he marched at the head of his column. So great was his activity that General Johnston compared him to that species of hornet called 'a yellow jacket,' and said that 'he was no sooner brushed off than he lit back again.' "

Stuart resembled Murat in his fondness for gay colours, and was like our own men in France in 1914 who marched "to meet adventure with a song."

At the first Battle of Bull Run, Stuart's impetuous spirit was permitted full vent; early in the action his small command made a very dashing charge upon a body of Federal infantry, while he did all that a cavalry commander could do to create and augment the panic among the enemy when they broke and fled on the termination of the battle; and though his force was utterly inadequate to the pursuit of McDowell's routed army, Stuart and his men followed the fugitives for twelve miles, when his command had been reduced to a mere handful by the sending of prisoners to the rear.

During the autumn and winter of 1861 he continued to do good service and was continuously in action, experiencing, however, one rather serious defeat in December at Dranesville, where he was in command of a considerable force of all arms;

here, however, he very skilfully emerged from a dangerous situation.

In September, 1861, Stuart had been promoted Brigadier-General, and at the end of the year he had six cavalry regiments under his command and was placed at the head of the cavalry of the army of Northern Virginia.

Just before the opening, at the end of June, 1862, of what is known as the Seven Days' Battle round Richmond, General Stuart with 1,200 horsemen and a section of artillery, rode out on what Colonel Henderson describes as "an enterprise of a kind which at that time was absolutely unique, and which will keep his memory green so long as cavalry is used in war." He had received the following orders from General Lee :—" You are desired to make a scout movement to the rear of the enemy posted on the Chickahominy, with a view of gaining intelligence of his operations, communications, etc., and of driving in of his foraging parties and securing such grain, cattle, etc., for ourselves as you can make arrangements to have driven in. Another object is to destroy his wagon trains said to be daily passing from the Piping-Tree Road to his camp on the Chickahominy . . ."

Starting out on 12th June, Stuart and his men rode right round the rear of McClellan's army of 100,000 men, by roads which were always within hearing of its bugles, and by dawn on the 15th were back at Lee's headquarters at Richmond after a march of 110 miles, bringing in with them 165 prisoners and 265 captured horses and mules, while they had "not only effected the destruction of a large amount of Federal property, and broke up, for the time being, their line of supplies, but acquired information of the utmost value and shook the confidence of the North in McClellan's generalship." All this was accomplished with the loss to the Confederate raiders of one man only, and it was upon the information brought in by Stuart that Lee based his plan of operations for the successful battle of "the Seven Days" that followed, and in which the Southern cavalry under Stuart once more distinguished themselves.

Stuart was now promoted Major-General, and his future exploits fully justified his early and rapid advancement to the command of the Southern Cavalry Corps.

Again in August, 1862, when operating on the Rappahannock with Jackson and Longstreet, Stuart moved northward, taking with him nearly the whole of his cavalry, and marched upon Catlett's Station on the Orange and Alexandria Railway, where he had learnt that General Pope's supply trains were parked. Moving forward in the full fury of a heavy storm which, while it made running streams of the narrow roads and caused the creeks crossing the line of march to rise to the withers of the horses of the raiders, yet favoured the expedition inasmuch as the Federal vedettes and patrols, sheltering from the weather, were captured one after another. The objective was arrived at without any notice of Stuart's approach reaching the enemy. Two Federal camps were captured and set on fire, the whole of Pope's baggage and treasure chest fell into the hands of the Confederates, the enemy was dispersed and the telegraph destroyed; "and shortly before daylight on the 23rd, carrying with him 300 prisoners, including many officers, Stuart withdrew by the light of the blazing camp, and after a march of sixty miles in six and twenty hours, reached the Sulphur Springs before evening." The results of the raid were very valuable; among the papers captured from Pope was the most detailed information as to his strength, dispositions, designs and the reinforcements expected, while the enterprise gave Pope a wholly false impression as to the intentions of the Confederate Commander-in-Chief.

During the Maryland campaign, General Stuart's defence of Crampton's Gap, in South Mountains, was especially brilliant and valuable, enabling Lee to concentrate his widely scattered army in time to meet McClellan's attack.

Early in October, after the more or less unsuccessful action at Sharpsburg, General Lee, suspecting that his opponent was meditating some offensive movement, ordered the cavalry to cross the Potomac and clear up the situation. Moving out at once, Stuart crossed the river, drove in the Federal picquets

and, marching due north, reached Chambersburg where he found an unguarded Federal supply depot; here he destroyed a large quantity of small arms, ammunition and clothing and seized 500 remounts. From here the Confederate cavalry marched on Gettysburg, moving round the Federal rear. Eluding a large enemy force which was holding the fords of the Potomac, Stuart made for the mouth of the Monocacy, encountered and drove back the hostile cavalry, seized a point of passage, and the whole force had completed the crossing and reached safety before the Federals were in a position to interfere.

The information gained in this raid was of the highest value, while only a few scouts were captured by the enemy and not one of the Confederate cavalymen was killed. The total distance covered was 126 miles, the last eighty without a halt, and the time taken was some sixty hours only, during fifty-six of which Stuart was inside the enemy lines, while during the greater part of that time the raiders were within thirty miles of McClellan's headquarters at Harper's Ferry.

But the value of the raid lay not merely in the information gleaned and the captures made; the expedition had a most destructive effect upon the efficiency and *morale* of the Federal cavalry, which, already worn out by hard work on the outposts, was marched rapidly long distances in the fruitless attempt to intercept Stuart. The Federal cavalry was rendered temporarily at least wholly unfit for the field, and McClellan found it consequently quite impossible to carry out his intended invasion of Virginia. Further, it was remembered against that General that this was the second time he had been unable to prevent Stuart from riding at his pleasure right round the army of the Potomac, and public confidence in McClellan was once more greatly shaken.

At Fredericksburg, Stuart's cavalry, and the horse artillery attached to it, did excellent service, while at Chancellorsville, Stuart was detailed to take temporary command of Stonewall Jackson's corps when that General was mortally wounded, and acquitted himself well, especially in the second day's fighting, in a position of high command to which he was unaccustomed.

The campaign of Gettysburg was ushered in by the cavalry action at Brandy Station where the cavalry of the North showed that they had well learnt their lessons during the many months which the war had lasted, and for the first time proved themselves worthy opponents of the men whom Stuart led. In the march of Lee's army to the Potomac the advance was ably covered by the cavalry, but unfortunately, at the very crisis of the campaign, Stuart had been detached from the main army, charged with the mission of damaging the enemy and delaying his movements, and though he did his best to rejoin Lee during the battle, he was intercepted and delayed by a hostile force. He succeeded after some delay in brushing this aside, and was able to assist his chief during the course of the battle and to help in covering his retreat.

The cavalry was actively engaged during the end of the year 1863 in the war of manœuvre, then went into winter quarters, and was called into the field again early in the new year to oppose the Union cavalry commanded by Sheridan. That General had made a bold dash round Lee's flank towards Richmond, and a portion of his command became engaged with Stuart's men on the 10th May at a place called Yellow Tavern. Here a charge by the Federals had captured one of Stuart's batteries and driven back the left, when General Stuart coming up, rallied his men, checked the enemy by dismounted fire and completed his discomfiture by a charge of the Virginia cavalry. As the enemy fell back, one man who had been dismounted and was running off on foot, suddenly turned as he passed Stuart and fired at him, inflicting a terrible, and as it proved, a mortal wound, for he died the same night.

One who served with him described his loss to the Confederate cause as second only to that of Jackson; another has spoken of him as "the flower of cavaliers"; but perhaps General Robert Lee paid to his memory the greatest tribute which a commander-in-chief can pay to a subordinate, and especially to the leader of his cavalry in the field; "Stuart," he said, "never brought me a false report."

THE CAVALRY OF THE ITALIAN ARMY

By COLONEL W. F. BLAKER, D.S.O., O.B.E.

Introduction

ON the outbreak of the Great War the Italian cavalry consisted of twenty-nine regiments of which four were heavy, eight medium (lancers) and the remainder light cavalry. In peace time the regiments were organized into eight brigades of unequal strength: brigades one to six forming three cavalry divisions each of two brigades of two regiments. On mobilization the organization of the cavalry divisions remained unaltered, but an additional fourth division was formed. The regiments not incorporated in these four divisions furnished army corps cavalry and divisional cavalry for divisions of all arms. Further divisional cavalry was provided by raising an extra (5th) squadron in each regiment, the squadrons so created being grouped in pairs and mostly allotted to second-line divisions. In 1915 a new 30th regiment was raised, but no further increase in the arm was made during the war.

Throughout the opening stages of the Italo-Austrian campaign the Italian cavalry were largely employed mounted and rendered invaluable service until the advent of position warfare forced them to some extent to abandon their traditional rôle and to take their share of fighting in the trenches. The possibility of having to revert to mounted combat was, however, never lost sight of. Whenever circumstances permitted the horse was at once brought into play again either alone or, more frequently, supported by special machine-gun sections, armoured cars, bersaglieri cyclists and horse artillery. This combination of the horseman with other fast-moving troops, capable of developing a formidable volume of fire, proved most successful and has led to exhaustive peace-trials with so-called Swift or

Light Divisions which, with the addition of light tanks, will undoubtedly form part of any future Italian army engaged in war.

After the Armistice great reductions took place in the army of Italy as in most others and, as usual, the cavalry were amongst the principal victims selected. Three reasons prompted the reduction of the cavalry arm : firstly the fact that the land-frontier, which was formerly open on the East, is now protected all round by the Alps ; secondly the decreasing opportunities for the employment of large masses of cavalry in European war ; and thirdly the need for economy. In 1919, therefore, the number of regiments was cut down to sixteen which were organized into two divisions each of three brigades. The identity of the fourteen disbanded regiments was however maintained for a while by the formation of a single composite unit made up of the personnel of the regiments concerned who were allowed to retain their old uniforms, But this compromise was soon dropped, and about the same time machine-guns were withdrawn from the cavalry. In 1920 a second re-organization reduced the number of regiments to twelve, the number of brigades to four and the number of divisions to one which was organized into two brigades each of three regiments. The remaining six regiments formed two independent brigades intended on mobilization to furnish army corps cavalry ; they were, in fact, corps troops for all purposes except training for which they were under the cavalry divisional commander. In 1923 a third re-organization took place. The divisional command was abolished and the twelve regiments were formed into three brigades, each of four regiments. At the same time it was decided to convert six of the twelve existing bersaglieri infantry regiments into cyclist regiments, to attach two of those cyclist regiments to each cavalry brigade, and to re-introduce machine-guns. The organization of 1923 held the field until early in 1926 when, on 10th March, the latest Army Reform Bills were finally passed by the Senate. These Bills ushered in a far-reaching re-organization of the whole of the Italian Army, but they affected the Cavalry less than any other arm.

The most important changes relating to cavalry were the abolition of "brigades" as such and the discontinuance, for the present at any rate, of the system whereby bersaglieri (now all converted into cyclists) were affiliated during peace to the brigades in question.

PRESENT HIGHER ORGANIZATION OF CAVALRY.

Instead of consisting of brigades as heretofore, the cavalry are now grouped under three so-called Superior Cavalry Headquarters (*comandi superiori di cavalleria*) each embracing four regiments with their own regimental depots. There are also four squadrons of grooms and three special cavalry "centres" whose functions are similar to those of depots. The Superior Cavalry Headquarters are numbered First, Second and Third. For training and discipline they are under the army corps commanders in whose areas they are located, but they also deal direct with other army corps commanders in whose areas any of their regiments happen to be stationed. The establishment of a Superior Headquarters Staff is not yet definitely fixed, but will probably consist of: a senior staff officer, another senior officer not belonging to the staff, one captain of the staff, one lieutenant and a certain number of officers of such other arms, technical troops and services as will go to make up a "Light Division."

All cavalry regiments are known by names instead of by numbers, but the old (pre-war) numbers are still occasionally used.

The following are the present peace stations of the cavalry:

<i>Superior Cavalry Headquarters.</i>	<i>Regiments.</i>	<i>Regimental Headquarters.</i>
<i>First</i>	Nizza Cavalry	Turin
At Turin under the	Savoia Cavalry	Milan
I (Turin) Army	Novara Light Cavalry	Parma
Corps.	Vic. Emmanuel II Cavalry	Voghera

<i>Second</i>	Aosta Light Cavalry	Ferrara
At Udine under	Saluzzo Light Cavalry	Pordenone
the V (Trieste)	Monferrato Light Cavalry	Udine
Army Corps.	Guides Light Cavalry	Padova

<i>Third</i>	Piemonte Reale Cavalry	Rome
At Rome under	Genoa Cavalry	Bologna
the VIII (Rome)	Florence Light Cavalry	Naples
Army Corps.	Alessandria Light Cavalry	Florence

The Nizza, Savoia, Genoa and Piemonte Reale regiments are heavy cavalry (armed with lances) and known as *Cavalleria*; the remainder correspond to hussars and are called *Cavallegeri* or light cavalry. In every case the regimental depot, which is the mobilization centre, record office, etc., is in the same station as the regimental headquarters. Of the four squadrons of grooms two are at the riding schools of Pinerolo and Tor di Quinto (Rome), one at the Staff College at Turin, and the other at the Military Academy at Modena. The three special cavalry "centres" are respectively in Latium (the province of Rome), in Sicily and in Sardinia.

ORGANIZATION OF CAVALRY REGIMENTS

It is essential to note that in the Italian Army there are no such things as separate "peace establishments" for any units. Only one type of establishment (known as the "*organico*") is recognized, and it corresponds to our "war establishment." The peace *strength* varies according to circumstances; it may be sufficient to complete the "*organico*" in the non-training season.

In time of peace the regiment is the largest cavalry unit. At the present time each cavalry regiment is composed of a headquarters, with a headquarters' squadron, two groups of squadrons, and a depot. A "group" consists of two squadrons, so that each regiment has four fighting squadrons. Both the headquarters squadron and the depot are purely administrative units.

The Groups are numbered I and II; and the squadrons 1, 2 (Group I); 3, 4 (Group II). The Headquarters squadron is not numbered.

The establishment of the component parts of a regiment are:—

	<i>Regtl. Hqrs.</i>	<i>H.Q. Squad.</i>	<i>Each Group Hqrs.</i>	<i>Each Fighting Squad.</i>	<i>Depot.</i>
Officers	8	3	2*	5	5
Other Ranks ..	—	74	13	133	31
Riding Horses ..	12	44	11	106	6
Draught Horses..	—	9	3	6	—
Pack Horses ..	—	1	—	5	—
Light M.G's. ..	—	—	—	4	—
Wagons	—	3	1	2	—

* 1 Lt.-Col. or Major and 1 Captain (Adjutant-Major).

Hence the total strength of a regiment amounts to 32 officers, 673 other ranks, 510 riding horses, 36 draught horses, 21 pack horses, 16 light machine-guns and 13 wagons. Each squadron is divided into four platoons each of about 30 men. A platoon is commanded by a subaltern with an under-officer as second-in-command.

Incidentally it may be added that the total establishment of Italian cavalry officers, as laid down in the Army Reform Bill of 1926, is:—

General Officer Commanding the Cavalry School						
at Pinerolo.. ..	..	..	..	..	..	1
General "at disposal".	..	..	..	..	..	1
Generals Commanding Superior Cavalry Head-						
quarters .. ..	..	..	..	..	..	3
Colonels .. ..	..	..	..	..	..	22
Lieutenant-Colonels	..	..	..	..	..	70
Majors .. ..	..	..	..	..	..	58
Captains .. ..	..	..	..	..	..	216
Subalterns (Lieutenants and 2nd Lieutenants)	165
Total						533

as against a total of 1,027 before the war.

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No. 2—Light Cavalry Officer in Full Dress Head Dress



No. 3—Heavy Cavalry Trooper in Field Service Marching Order with field-dress Helmet

No. 1—Heavy Cavalry Trooper in Full Dress Marching Order with full-dress Helmet

Both totals are exclusive of officers of the Reserve and those serving with Colonial Troops.

UNIFORM.

General.—The regulation full-dress and undress uniform for the whole of the Italian Army is of grey-green cloth, but, during the summer months, washable grey cotton drill is worn as undress by non-commissioned officers and men. In full-dress all ranks wear such medals and decorations as they may possess plus certain other additions to the undress uniform. In 1926 the Italian Government intended to re-introduce the dark full-dress uniforms worn by officers before the War, but this intention had to be temporarily abandoned on the score of expense. A compromise was, however, effected by the introduction of additional embellishments (to the grey-green uniform) in the shape of gold or silver cross-belts and much improved epaulets. At the same time a new type of grey-green full-dress tunic, with silver or brass buttons and patch-pockets, was issued to other ranks. This tunic is a considerable improvement on the old type, being better cut and made of superior material.

Head-dresses.—On ordinary duty cavalry officers wear a cylindrical cloth cap about five inches high with a slight outward splay and large peak of black patent leather. Under-officers wear a similar cap, but of softer and coarser material. The crown of the undress cap of corporals and privates of cavalry is pointed fore and aft and decorated with piping in the distinctive colour of the regiment. (See next page).

In full-dress all officers and other ranks of the four heavy cavalry regiments wear a handsome brass helmet of old Roman pattern; it is encircled by a mount of black fur with the Cross of Savoy in silver in front. (See illustration No. 1). In light cavalry regiments all ranks wear a busby of black fur; that of the officers being decorated with an eagle's feather. (See illustration No. 2). In field service marching order the steel helmet is worn (See illustration No. 3).

Boots.—Officers wear black knee-boots, other ranks black leggings and laced ankle-boots.

Distinctive marks of regiments.—Apart from the differences in head-dresses described above, the most important distinctions between regiments are denoted by the colours of the (stand-up) collars worn by all ranks. Six regiments have plain collars each of a different colour; two regiments have plain collars of the same colour (scarlet), but may be distinguished by certain badges. The remaining four regiments also have plain collars of different colours, but they are surmounted by three-pointed gorget-patches which are again of different colours. In addition *all* cavalry officers wear, down the sides of their breeches, a narrow piping of the same colour as the collar.

ARMAMENT.

Officers, marshals, sergeant-majors, farrier-majors, saddlers, cooks, trumpeters and pioneers carry a sword and automatic pistol or revolver; other ranks, (including sergeants) are armed with a sword and short rifle. In heavy regiments about half the rank and file carry lances. The rifle (known as the Moschetto 91/24) is a modified form of the Carcano-Mannlicher infantry weapon. It has a short bayonet and is carried in a bucket on the off-side of the saddle. All ranks armed with the rifle carry ninety-six rounds of ammunition. Of these twenty-four rounds are in a leather bandolier and seventy-two in saddle-bags, half of the latter being arranged in pouches which can be attached to the bandolier if required. Each squadron has one pack-horse carrying twenty rounds per carbine. Reserve supplies are carried in carts and by ammunition columns.

Machine-guns used by the cavalry are of two types: (i) the heavy Fiat; (ii) the light SIA. Both have the same calibre as the infantry rifle, i.e., 6.5 mm.

The heavy Fiat is the only heavy machine-gun issued to the Italian army; but in the cavalry it has hitherto been used for training purposes only. Its weight with water-jacket empty is 37.4 lbs., and that of the tripod 49.5 lbs.

The light machine-gun was originally manufactured by the *Società Italiana Armamenti* and was used during the war by aircraft. It weighs 23.5 lbs. and is portable in a carrier on a

[illegible]



No. 4—Troop Horse carrying Light SIA Machine Gun

No. 5—Reg. Saddle with Light SIA Machine Gun

man's back, the carrier becoming the mounting when in action. The gun crew consists of two men; cartridges are in clips of twenty-five, and the maximum rate of fire is 700 rounds per minute.

There are four light SIA machine-guns to each squadron. Each gun with its tripod, spare parts and ammunition, is carried by two pack-horses. The first horse carries the gun over the centre of the saddle and a box containing 300 rounds of ammunition on each side. The second horse carries a spare parts box (including spare barrel) over the centre of the saddle and again a box containing 300 rounds on each side. Any further supplies of ammunition required may be carried on pack animals as a squadron reserve or in carts or motor vehicles as a regimental reserve. The gun and tripod are so constructed that they can be carried either on a man's back or on any regimental saddle without any alteration to the latter. The leather saddle-cloth which normally covers the saddle is removed. The tripod, with the muzzle of the gun pointing to the rear, is then fixed along the saddle from pommel to cantle and secured by a pair of stirrup-leathers. The spare parts box on the second horse is similarly secured. The only addition to any of the saddles is a couple of steel hooks on each side to take the ammunition boxes. The loads look neat, ride well and are said never to give horses sore backs. (See illustrations Nos. 4 and 5.).

Both the heavy Fiat and the light SIA machine-gun are likely soon to be superseded by the new "Breda" light machine-gun already referred to. Up to date about 300 of these weapons have been issued to units for trial, but they have not yet been definitely adopted. They again have the same calibre as the infantry rifle. (6.5 mm.) and are said to weigh under 9 kilogrammes.

Incidentally it may be mentioned that, for purposes of training in continuous fire, blank cartridges are issued for Italian machine-guns. The forward end of the brass cartridge case is prolonged to enclose a "bullet" (composed of lead powder and talcum) which becomes completely pulverized within one metre of leaving the muzzle.

EQUIPMENT.

The following equipment is carried :

On the man : belt, bandolier, mess-tin. On the horse : bridle, bit, bridoon, head-collar (English pattern) ; saddle on folded blanket ; leather surcingle ; Australian girths, two sheep-skin saddlebags each containing thirty-six rounds of ammunition, two days' reserve ration, one pair of socks, cleaning gear and fatigue cap. Cornsack and greatcoat are carried over the pommel. The average weight carried by the man is about 9 lbs. The weight carried by the horse in field service marching order in both heavy and light cavalry regiments is 43 kilogrammes, or 95 lbs. The only difference between light and heavy cavalry is that the latter has rather bigger men and more powerful horses.

ENTRENCHING TOOLS AND EXPLOSIVES.

During the War entrenching tools were carried in carts, but this practice was found to be too cumbersome and has been discontinued. With the exception of twenty-four dynamite charges carried in each of the two squadron wagons, all explosives and entrenching tools are now carried on the horses and persons of the squadron pioneers (zappatori) who number one corporal and nine men.

The corporal carries : saw, auger, file, hatchet, yard measure, wallet for dynamite charges, pouch for fuzes, ropes and nails of sorts. The nine men between them carry : four heavy picks, six light picks, two shovels, one heavy mallet, one small entrenching tool, one small saw, wire cutters, spanner, one long auger, ten metres of thick and thin wire, besides two sets of climbing irons and a hip-belt used for scaling telegraph poles.

The explosives and accessories carried are : four dynamite cartridges of about 200 grammes each ; five detonators, instantaneous and time fuzes ; caps ; rubber tubing ; one light clamp ; logline and knife.

HORSE SUPPLY.

In the Italian Army the supply and the care of horses are controlled by the Director of Remount and Veterinary Services

at the Ministry of War. The Veterinary Department is charged with veterinary treatment only ; the replacement of casualties rests with the Remount Department.

Until 1913 appreciable numbers of English and Irish horses were bought, but from that year onwards the prices asked for them became too high and the Italian Government therefore decided to restrict foreign purchases to the utmost and to breed its own horses. This process had scarcely begun when the War broke out and horses had to be got from any and every available source. Towards the end of the War thousands of horses were captured from the Austrians and supplemented after the War by considerable numbers of so-called "reparation horses." Many of the latter are still in cavalry regiments, but they are now wearing out and being gradually replaced by Italian horses which, however, do not at present suffice to meet requirements. According to figures furnished by the Ministry of National Economy in May 1926, the total number of horses in the country amounts to just over 1,000,00 and nearly 25,000 have to be imported annually. Thus Italy is not yet self-supporting in the matter of horse-flesh, but the situation is steadily improving as regards both quantity and quality. With respect to the latter it is sometimes supposed that Italy has no good horses of her own to breed from, but this is by no means the case. Italian horses, of course, do not show the quality of ours, but several useful breeds exist on the continent of Italy and also in Sardinia where there are strong traces of Arab blood originally introduced by the Saracens.

The actual provision of horses for the army is effected by :

- (a) Military Remount Commissions ; (b) Remount Depots ;
- (c) Remount Squadrons.

Military Remount Commissions assemble in the spring and autumn of each year for the purpose of buying remounts. The commissions are generally under the presidency of the commanders of remount depots and have definite zones allotted to them. The remounts bought are immediately despatched to the depots in order to complete their development.

The main purpose of the remount depots is the preservation of young stock which, if left in private hands, would probably deteriorate and become useless for military purposes; but a few good stallions are also kept at every depot. The names of the depots, and the provinces and localities in which they are situated are as follows:—

<i>Name of Depot.</i>	<i>Province.</i>	<i>Locality.</i>
Persano	Campania	Persano
Lazio	Rome	Fara Sabina
Grosseto	Tuscany	Grosseto, with branch at Cecina, near Leghorn.
Mirandola	Modena	Mirandola
Bonorva	Sardinia	Bonorva
Prestrane di Lipizza	Trieste	Prestrane

Persano and Prestrane both specialize in particularly good breeds known respectively as Persane and Lipizze. Bonorva produces the horses of Arab blood already referred to. The depots are extremely well managed and vary from 900 to 5,000 hectares in extent.*

All remounts are bought as 2-year olds, the Sardinians for £20 and the country-breds for £30. From their arrival at a depot until they are four-and-a-half years old, they are never stabled and only feed on grass which they find for themselves. Wild-bred colts are kept in a wild state without shelter of any description. Stable-bred colts are kept in a semi-wild condition and provided with rough shelters (of sorts) only during the hottest and coldest hours of the summer and winter seasons. All run loose in large paddocks and are grouped according to age into herds of about a hundred with one stockman per herd. Casualties are remarkably small, only about 1 per cent. annually. At four-and-a-half years the horses are classified for cavalry, artillery, etc., and then sent to the remount squadrons where they remain for six months before issue to units. The permanent staff of each depot (apart from the stockmen and a few

* 1 hectar = 2.471 acres.

other subordinates) usually consists of two cavalry officers, two veterinary officers, one administrative officer and one or two travelling agents who assist in the process of buying and selling.

Remount squadrons exist for the purpose of breaking and training young horses before they go out to units where, owing to the short service system (eighteen months), the efficient training of remounts cannot be carried out. Up till recently there were nine remount squadrons; one at each of the six depots and three at Scordia, Cecina and Fossano. Lately however, the six depot squadrons have been abolished and those at Scordia and Fossano have been transferred to Cecina (about twenty miles south of Leghorn) where three squadrons now undertake all training.

In addition to the remount depots and squadrons referred to above, there are also eight Government stallion depots controlled by the Directorate of Agriculture which forms part of the Ministry of National Economy. Each depot is in charge of two cavalry officers who act as manager and assistant manager. The rest of the staff are mostly ex-cavalry soldiers, but they are regarded as a civilian body and are not under the Ministry of War for discipline. The depots, all told, contain about 500 stallions of which some are at the depots themselves and others distributed over the country in well constructed government stables. The services of the stallions can be obtained by local breeders for a small charge. The produce is the property of the breeders who are at liberty to sell in the open market without any restriction or right of first refusal on the part of Government. Another scheme for the encouragement of breeding is the farming out of mares. Any foal born to such mares is bought by Government at market price and, as soon as a mare has had four foals, she becomes the property of the breeder concerned. For the trouble taken and the cost of the mare's keep, the breeder thus gains the mare herself plus the price of four foals. It is evident that this generous remuneration is well calculated to produce the desired effect. In addition a Royal Decree published early in 1926 authorized the expenditure of Lire 29,000,000 for contributions and premiums towards improving

the breeds and increasing the numbers of horses and mules in Italy. The sum is to be expended within ten financial years beginning from 1925-26, and will be apportioned in the ratio of approximately one-third for horses and two-thirds for mules.

Special measures are taken for the provision of officers' chargers and no reasonable effort is spared to mount officers well. Chargers are of three kinds:—(a) privately owned; (b) hired from Government; (c) troop horses taken from the ranks. None of these categories may be under 14.2 in height nor less than four years old at purchase, except thoroughbreds and half-breds which may be bought at the age of three. In addition to any horse or horses of his own, every mounted officer is allowed the use of a troop horse. Forage for one or two horses is allowed according to the arm to which an officer belongs and to the rank he holds.

(a) *Chargers privately owned* must not be more than fourteen years of age, and must be passed and valued by a committee of three officers of whom one must be a veterinary officer. With a view to helping officers to buy horses Government makes cash advances which may be claimed annually and may amount to as much as 4,000 lire. Subject to the favourable finding of a court of enquiry, compensation for the loss of a privately owned horse is invariably paid, but the amount depends on the age and value of the horse and must in no case exceed 2,000 lire. Privately owned chargers may be sold subject to certain restrictions.

(b) *Hired Chargers (cavalli d'agevolezza)* are divided into four categories in descending order of excellence, the best (Class A) being reserved for generals. Officers may select chargers from categories to which they are entitled, and they may buy them outright if they like; if not, they may hire. Class A chargers may be chosen from the military academies, from the cavalry schools, from remount depots and (in special cases) from mounted units. Classes B to D may be similarly chosen or bought in the open market. The hire for a horse varies with the value of the animal and is never less than 30 lire a month. After four years the horse becomes the property of the officer



No. 6—A TROOPER OF THE SAVARI

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and may be sold to any other officer, but not to a civilian. An officer wishing to sell before the expiration of the four years may do so provided that the purchasing officer agrees to pay the balance of the hire-money to Government.

(c) *Troop horses taken from the ranks (cavalli di carica)* are selected from the best available, and a sufficient number to meet requirements must be kept in each mounted unit. Any horse chosen by an officer is taken on the strength of the unit in which the officer is serving or, if he is not serving with a unit, it is taken on the strength of the most suitable unit in the same station. On transfer from one unit or station to another, an officer may either take his horse with him or select a fresh one in the unit or station to which he is transferred.

HORSE MANAGEMENT.

In the Italian Army ideas on horse management differ considerably from ours. The main principle is to accustom horses to withstand hardship, and there is no doubt that this principle is sound provided it is not overdone. Great latitude is allowed to regimental and squadron commanders, and results of course vary accordingly. On the whole the results are good: horses look fit and hard and are generally well treated. One never sees an army horse being knocked about; whilst the steady, quiet pace at which orderlies and others ride when left to themselves is deserving of all praise.

The corn ration per horse is 4 kilos (about 8.8 lbs.) per day, given in only two equal feeds. The morning feed takes place either two hours before work or immediately after work. The evening feed is generally given at 5 p.m. The hay ration amounts to 5 kilos a day and is usually fed in two lots; one early in the morning and the other at night. Straw is allowed at the rate of 2 kilos per horse per diem. Watering takes place at least twice daily. No blankets are ever issued except for sick or particularly delicate horses.

COLONIAL CAVALRY.

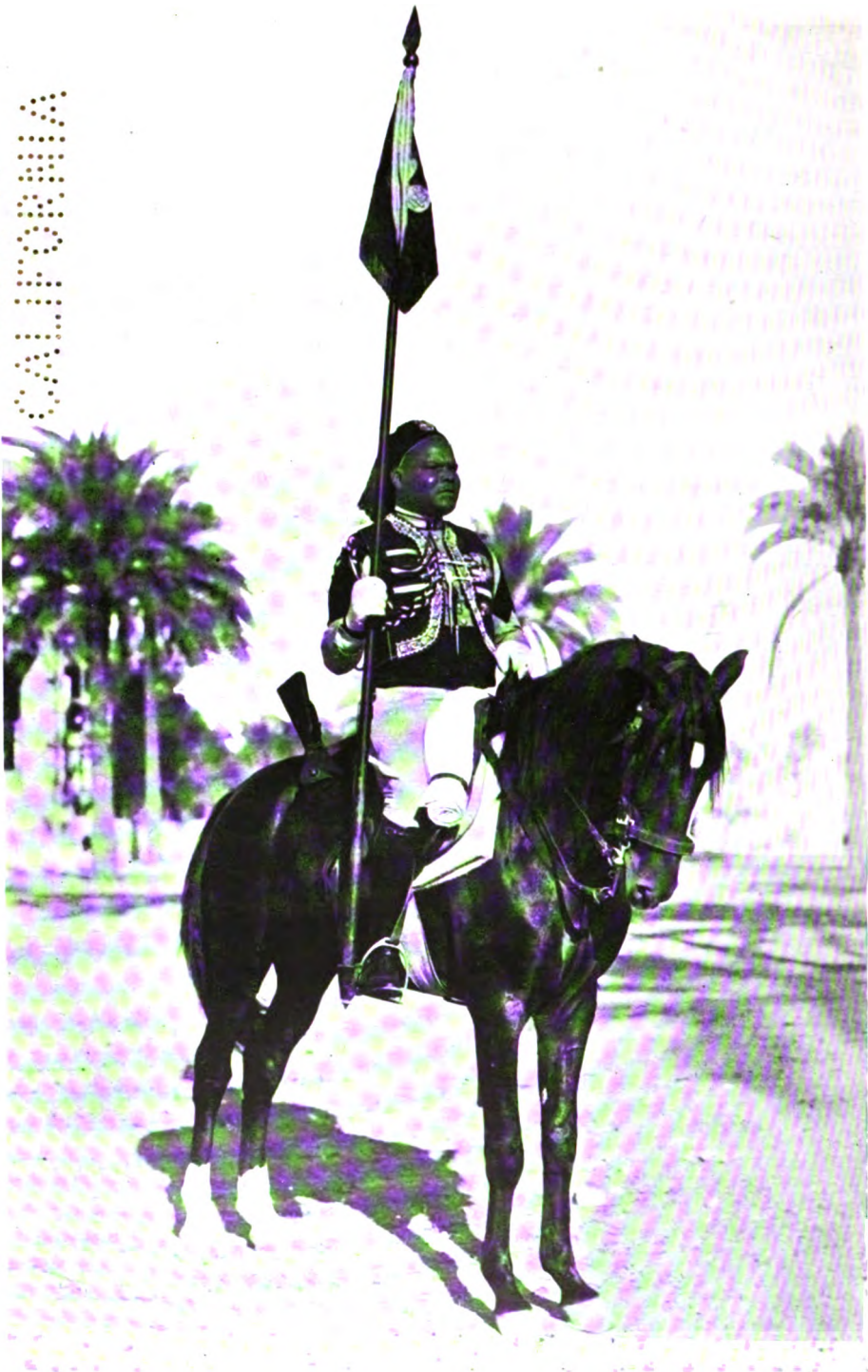
Italy's colonial cavalry are known as "savari"—a word which is of the same origin as the Urdu "sowar." They

consist of eleven squadrons of which seven are in Tripolitania, three in Cyrenaica and one in Eritrea. The Tripolitanian squadrons are the most important and may be taken as representative of all. They are under a "Commandant of Cavalry" (a lieutenant-colonel) who has his headquarters at Tripoli, and exercises the functions of a regimental commander. Each squadron is divided into four troops and consists of: three Italian officers, six Italian under-officers and men, 129 Libyans, 127 riding horses, eight draft animals, six pack animals, two four-wheeled and two two-wheeled carts. The native N.C.O.'s and men are chiefly drawn from Libyan nomad tribes and are all volunteers. Recruiting presents no difficulty; in fact the cavalry generally have waiting lists. The *morale* of the men is good, desertion is unknown, and the relations between the native ranks and their Italian officers are excellent. Many of the latter take a keen interest in the racial, tribal, social and religious questions affecting their subordinates. Indeed it is not too much to say that a considerable percentage of the Italian officers serving with the colonial cavalry remind one of the best types of British officers in Indian regiments. There are no native officers. The barracks and stables of the cavalry are well kept. The horses (nearly all Barbs) vary a good deal in size, conformation and quality, but they look hard and well cared for.

The uniform of the colonial cavalry (see illustration No. 6) as of all other Italian colonial troops, is of khaki drill with a coloured sash worn round the waist. These sashes are like Indian "cammerbands" and serve to distinguish the different units. In the Tripolitanian cavalry, for instance, the squadrons are numbered from 1 to 7 and may be recognized by their sashes which are respectively black, blue, claret, green, yellow, black and white, and scarlet and white. In full dress a Zouave jacket is also worn; it is of the same colour as the sash and embroidered with gold or silver. The head-dress is a low claret-coloured fez known as the "takia." The foot gear consists of black leggings and ankle-boots. The savari are armed with a sword and carbine; they have no machine-guns.

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No. 7—ZAPTIE STANDARD BEARER IN FULL DRESS

Similar to the savari described above, and also under the orders of the cavalry commander, is a unit of about 250 so-called "spahis" whose name is derived from the same root as the Indian "sipahi" or sepoy. The spahis are however cavalry, like the savari, but differ from the latter in that they are run more on the lines of the old Indian silladar regiments. They are normally employed for the control of caravan routes and the prevention of contraband trading on the Tunisian frontier where most of them are recruited. Owing to the nature of these duties they have to be left much to their own devices and therefore, to ensure that they take proper care of their horses and saddlery, they are obliged to supply these themselves. The uniform of the spahis is the same as that of the savari, but the sash and Zouave jacket are scarlet. Their armament consists of a sword and a carbine, and their transport of camels.

In conclusion reference must be made to the colonial carabinieri, known as "zaptie." As in Italy the carabinieri are a species of gendarmerie entrusted with police work, but they may nevertheless be regarded as combatant mounted troops. In Tripolitania, for instance, they form a so-called "division" with an establishment of about 925 horses and 1,350 of all ranks. The latter include 25 Italian officers, 150 Italian N.C.O.'S and about 200 Italian carabinieri; the rest are mostly Tripolitanian Arabs who are considered more intelligent than the other races. They have their own Commandant who is directly responsible to the Governor for the performance of his civil duties and to the G.O.C. for such duties as are of a military nature. The Tripolitanian zaptie make an excellent impression and they certainly maintain the high prestige which the carabinieri as a whole enjoy both in Italy proper and in the colonies. They played a considerable part in the conquest of Libya, and are still one of the most effective instruments for the maintenance of law and order. Their uniform and equipment are similar to those of the savari. Illustration No. 7 shows a zaptie standard-bearer in full dress.

SPORT IN THE PENINSULA

By F. J. HUDLESTON

GENERAL FOY in his "*Histoire de la Guerre de la Péninsule*," which was first published in 1827, devotes some preliminary pages to a study of the British Army. He was much struck to find that, towards the end of the great struggle, it had over 650 field-m Marshals, generals, lieutenant-generals and major-generals. Had the poem been written in his day, he would, no doubt, have quoted the lines :

“On every side field-m Marshals gleamed,
Small beer were lords-lieutenant deemed,
With admirals the ocean teemed
Throughout his wide dominions.”

Foy says that, there not being enough jobs to go round, most of these officers of high rank spent their time “cultivating their estates, speaking in Parliament, travelling and amusing themselves.” And he adds that they took this capacity for having a good time—though I think it is doubtful if the second item on his list can be described as the Height of Delirious Joy—into the field with them. He notes that in the Peninsula, while a French general would spend his leisure in studying the military geography of the country and the spirit of the inhabitants, and making speeches to his soldiers (and, I think one may add, making love to dark-eyed *senoritas*), an English general would fleet the time carelessly in shooting, hunting, and the pleasures of the table.

So far as hunting is concerned, there is some truth in this. The Duke, as is well known, had his pack, and according to Larpent, his Judge-Advocate, always wore when riding to hounds “the Salisbury hunt-coat, sky-blue, and black cape.”

The Peninsula foxes appear to have been endowed with extraordinary cunning. On one occasion “Reynard, after a

long chase, suddenly dashed through the French picquets and by this unexpected manœuvre eluded his pursuers." I think Mr. Soapy Sponge would have followed him, and probably have sold *Multum in Parvo* for much gold to some unsuspecting Frenchman. And I am confident that Soapy would have "got away with it."

It was on some such occasion that Brigadier Gerard, with, lamentable zeal, tried to decapitate the fox with his sword.

We also find "Daddy" Hill (Lord Hill) writing home "We have excellent coursing here, and now and then a fox-hunt, and sometimes attack a wild boar and the deer." And in October, 1813, R. H. Vivian (later 1st Baron Vivian) writes to his people in England "I wish my father would inquire whether any captain of a packet would bring me out six couple of hounds, and if so get them for me (old, steady, working ones) and send them out, letting me know first that they are coming, in order that I may have a man at Passages waiting for them."

But for the best account one must go to fiction, to the lively pages of Charles Lever and the adventures of one of his heroes, "Charles O'Malley."

"Soon after the army broke up from Cafa, and went into cantonments along the Tagus, the head-quarters being at Portalegre, we were here joined by four regiments of infantry, lately arrived from England, and the 12th Light Dragoons. I shall not readily forget the first impression created among our reinforcements by the habit of our life at this period. Brimful of expectation, they had landed at Lisbon, their minds filled with all the glorious expectancy of a brilliant campaign, sieges, storming, and battle-fields floated before their excited imagination. Scarcely, however, had they reached the camp, when these illusions were dissipated. Breakfasts, dinners, private theatricals, pigeon matches forming our daily occupation. Lord Wellington's hounds threw off regularly twice a week, and here might be seen every imaginable species of equipment, from the artillery officer mounted on his heavy troop horse, to the infantry subaltern, on a Spanish gennet. Never was anything more ludicrous than our turn out. Every quadruped

in the army was put into requisition, and even those who rolled not from their saddles from sheer necessity were likely to do so, from laughing at their neighbours. The pace may not have equalled Melton, nor the fences have been as stubborn as in Leicestershire; but I'll be sworn, there was more laughter, more fun, and more merriment in one day with us than in a whole season with the best organized pack in England. With a lively trust that the country was open, and the leaps easy, every man took the field; indeed, the only anxiety evinced at all was to appear at the meet in something like jockey fashion, and I must confess that this feeling was particularly conspicuous among the infantry. Happy the man whose kit boasted a pair of cords or buckskins; thrice happy he who sported a pair of tops. I myself was in that enviable position, and well remember with what pride of heart I cantered up to cover, in all the superior *éclat* of my costume, though if truth were to be spoken, I doubt if I should have passed muster among my friends of the 'Blazers.' A round cavalry jacket and a foraging cap with a hanging tassel, were the strange accompaniments of my more befitting nether garments. Whatever our costumes, the scene was a most animated one. Here the shell jacket of a heavy dragoon was seen storming the fence of a vineyard. There the dark green of a rifleman was going the pace over the plain. The unsportsmanlike figure of a staff-officer might be observed emerging from a drain, while some neck-or-nothing Irishman, with light-infantry wings, was flying at every fence before him, and overturning all in his way. The rules and regulations of the service prevailed not here; the starred and gartered General, the plumed and aiguilleted Colonel obtained but little defence and less mercy from his more humble subaltern. In fact, I am half disposed to think that many an old grudge of rigid discipline, or severe duty, met with its retribution here. More than once have I heard the muttered sentences around me which boded something like this: 'Go the pace, Harry! Never flinch it! There's Old Colquhoun—take him in the haunches—roll him over.' 'See here, boys. Watch how I'll scatter the

staff. Beg your pardon, General. Hope I haven't hurt you. Turn about ; fair play. I have taught *you* to take up a position now.' I need scarcely say there was one whose person was sacred from all such attacks ; he was well mounted on a strong half-bred horse, rode always foremost, following the hounds with the same steady pertinacity with which he would have followed the enemy ; his compressed lip rarely opening for a laugh, when even the most ludicrous misadventure was enacting before him ; and when by chance he would give way, the short ha ! ha ! was over in a moment, and the cold stern features were as fixed and impassive as before. All the excitement—all the enthusiasm of a hunting field—seemed powerless to turn his mind from the pre-occupation which the mighty interests he presided over exacted. I remember once an incident, which, however trivial in itself, is worth recording, as illustrative of what I mean. We were going along at a topping pace ; the hounds, a few fields in advance, were hidden from our view by a small beech-copse. The party consisted of not more than six persons, one of whom was Lord Wellington himself. Our run had been a splendid one, and as we were pursuing the fox to earth every man of us pushed his horse to his full stride in the hot enthusiasm of such a moment.

“ ‘This way, my lord ; this way,’ said Colonel Conyers, an old Melton man who led the way ‘The hounds are in the valley. Keep to the left.’ As no reply was made, after a few moments pause, Conyers repeated his admonition. ‘You are wrong my lord ; the hounds are hunting yonder.’

“ ‘I know it,’ was the brief answer given, with a shortness that almost savoured of asperity. For a second or two not a word was spoken.

“ ‘How far is Niya, Gordon ?’ inquired Lord Wellington.

“ ‘About five leagues, my lord,’ replied the astonished Aide-de-Camp.

“ ‘That’s the direction, is it not ?’

“ ‘Yes, my lord.’

“ ‘Let’s go over and inspect the wounded.’

“No more was said, and before a second was given for

consideration, away went his lordship, followed by his Aide-de-Camp, his pace, the same stretching gallop, and apparently feeling as much excitement as he dashed onward towards the hospital, as though following in all the headlong enthusiasm of a fox-chase."

Nor was hunting the only sport enjoyed in the Peninsula. Leach in his "Rough Sketches of the Life of an Old Soldier," tells us that his battalion would extend in one long line, in skirmishing order, and, armed with sticks and stones, get large bags of hares, rabbits and partridges. The officers, too, would ride down partridges. "If a red-legged partridge be pursued by a person on horseback whilst on the wing, and a great noise and shouting is made, he will not rise a second time, but will continue running, and at last crouch and allow himself to be taken up." He also records that at Mata de Lobos, he and his friends would play rackets against the tower of the church, indulge in the Ancient English Diversion of Dog and Duck, and turn a pig loose with a greased tail, to be the prize of the man who could capture and hold it. It is most interesting to read that when the British were coursing hares the French cavalry pickets would never spoil sport though "we went within half range of their carbines." He also mentions a race-meeting, but this did not prove a success, owing to the poor condition of the horses, most of whom came down "from sheer debility." What a Paradise for bookmakers! To see an odds on chance on the floor on the flat! Why, they must dream of, and (if pious)* pray for, such happenings.

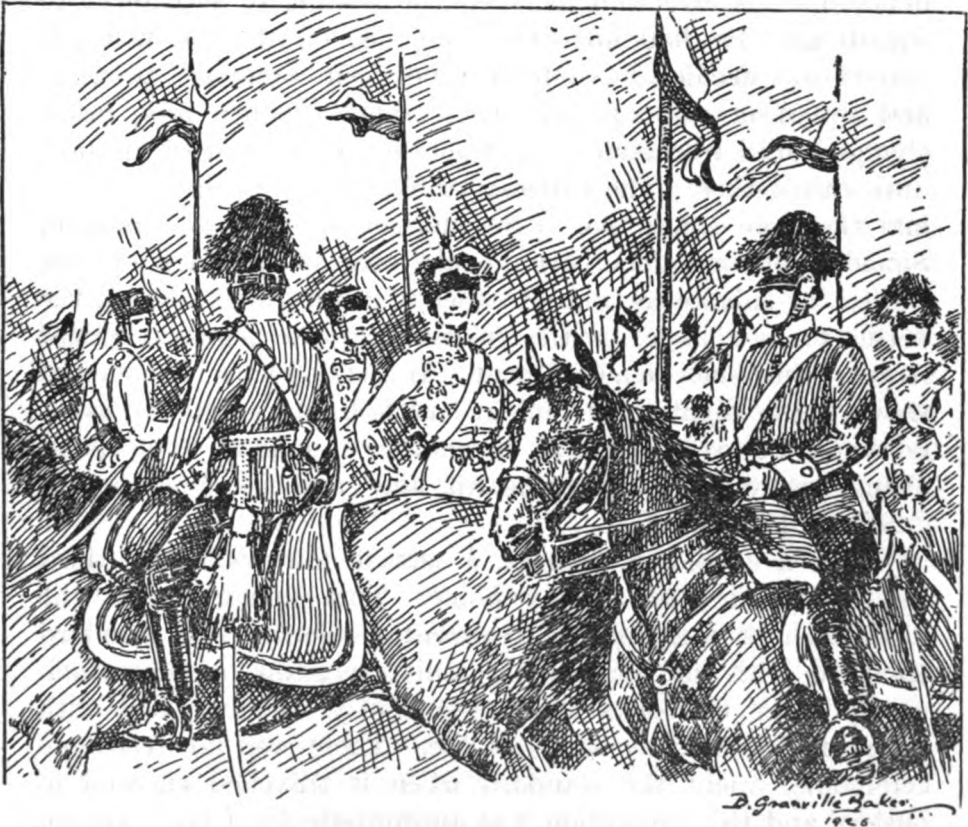
* There used to be a bookmaker in the poetically entitled Silver Ring who, on Sundays, would act as churchwarden in a little parish church in Bucks. I have handed him money in both his capacities. And I have fancied that even in a "sacred edifice" I sometimes saw his lips forming the time-honoured words "Six to Four the Field," as he held out the collecting plate.



RECOLLECTIONS OF A PRUSSIAN HUSSAR

By **LIEUT.-COLONEL B. GRANVILLE BAKER, D.S.O., F.R.G.S.,
F.R. Hist. S.**

III



THE month of August when married folk sought recreation in the little watering places hidden among the mountains, or took their pleasure on the wooded banks of Swiss or Bavarian Lakes, was always a busy time for the adjutant. Other subalterns might be away, enjoying a "spot of leave," but the adjutant would keep his nose to the grindstone. He held,

as do his opposite numbers in other armies, a position of high responsibility, but not quite so high, perhaps, as his colleague of the British Army. To begin with, he was generally a subaltern, though well up for promotion to Rittmeister, and he had not quite so much power. He had as much work as anyone, in his own opinion rather more than others, and the period between summer training and autumn manœuvres was his busiest time. The purely regimental routine matters that demanded his attention included the posting of subalterns to squadrons. He had no direct influence on this, in fact the matter was decided in conference between commanding officer and squadron-commanders. These latter mighty men never changed until transferred on promotion or relieved of military duties altogether. The Rittmeister remained "*chef-d'escadron*," and therefore continuity of training in his unit was assured. Squadron-commanders then, would consult annually on the subject of subalterns, one or other of whom might be all the better for a change, or the efficiency of the regiment might require some such re-adjustment. If a subaltern's recruits had shown some slight shortcoming, had failed to reach the ideal, he would be given a chance in another squadron. Too many changes were not a sign of health, and gave the impression of "nobody loves me."

After a couple of changes, I settled down with the third squadron and made it my home. This squadron had the distinction of carrying the regimental colour. The standard travelled with us, borne by a senior sergeant, a man much sought after by cooks and consequently well supplied with cigars and other necessities of life. There was no over-done ceremonial anent the standard when it travelled encased in oilskin, and this protection was appropriate for I have known the emblem to be stowed away under the captain's bed in lowly, indeed incongruous company. So the cover hid the ensign's blushes, if a Prussian eagle can blush.

Whatever re-posting of subalterns had been decided on, it did not take effect until the winter season began all over again. In the meantime, other weightier matters engaged the adjutant's

attention—the plans for autumn manœuvres, and with these were connected questions of mobilization. The lists of the regiment's reservists were overhauled, there was massive correspondence re-arranging the posting of reservists who had left the Corps for other areas, and in fact a whole complicated set of war-machinery to overhaul.

A certain number of reservists, non-coms. and hussars, of those who had served three years as against the privileged "Volunteer" class, were generally called up to take part in autumn manœuvres. For weeks beforehand there was speculation, developing rapidly from rumour into statement of fact, as to the country chosen for the year's manœuvres. There was always someone who knew better than anybody else and who would declare, on highest authority, that we were to have, say, only short divisional manœuvres within reach of home. As usual, such a prophet was generally wrong in his statement. The pessimists always forecast as the scene of our autumn activities the district we liked least, but I fancy they were under the influence of that intellectual dishonesty which proclaims one thing while heartily desiring another. The country we disliked as manœuvre area was the Eiffel range to northward of us. First of all, it was bad cavalry country, mountainous, densely wooded, rocky, then it was inhabited by a people that did not like Prussians; the small children used to shout insults after us, in a villainous dialect. The people were largely of Walloon stock, which may account for much. Then again, it was a poor country, there were few large places to offer hospitality, billets in villages and farms were uncomfortable and generally dirty. Manœuvres of division *versus* division in the same army corps were, after all, small affairs. The divisional commanders, brigadiers and colonels of regiments all knew each other's little ways too well to provide any really interesting developments. They would all just meet together after a few days of infecting the countryside with umpires, meet to haver for a while, enquire after each other's wives and families, and then ride home again, a day's march nearer a pension or another decoration—with luck, both.

Corps against corps was much more the sphere for an active cavalry subaltern in command of a patrol. You came up against fresh people too, other regiments of cavalry, and could, therefore, put in some really serious reconnaissance. This line of work as practised in the division to which the 9th Hussars belonged, had brought me disappointment. Having had some years with British cavalry in India, my notions of reconnaissance included chasing hostile patrols out of sight. This practice I endeavoured to carry on, but it was not appreciated. We knew the 7th Dragoons with whom we were brigaded in the same division, so well, that reconnaissance had been reduced to a farce. Patrols of opposite sides would meet, exchange freely what information they had about each other, and send in brilliant reports.

The happiest manœuvres I remember took us over the north-eastern end of the Eiffel towards the Rhine. There were some minor operations, mixed brigades against each other, and also our division *versus* the other one in the 8th Corps, a matter of a week in all. In course of the second of these operations we met the cavalry brigade of the other division, and thereby hangs a tale. This brigade was composed of a regiment of cuirassiers and one of hussars, both very superior people, especially the former. Now the cuirassier in the Germany Army was a person apart—he would give you to understand that this was so. He was heavy cavalry, whereas hussars and dragoons were light (Uhlans, by the way, were medium, which they considered the golden middle way). Now heavy cavalry has always esteemed itself as above its fellows that sit a horse. Hussars were not disposed to endorse this opinion, they even talked of cuirassiers as “sacks of flour” on account of their unwieldy bulk, clad in white. There are still cuirassiers existing in Europe and they may be described, in the light of modern military science (and regarded as “tinned meat”) as the missing link between the mediæval knight and the “Man in the Tank.”

It was in course of divisional manœuvres that I established personal relations with the cuirassiers in a manner not provided

for by regulations. I was out on reconnoitring patrol in undulating country patched with little woods, when I observed the white-clad warriors, all of them converging by squadrons in column of troops upon a bridge over a stream. They seemed unaware of the fact that the 9th Hussars were posted just beyond the brow of some rising ground on the further side of the stream and had a good view of the heavies as they bumped along. I rejoined my squadron just in time to get in front of my troop before we charged down upon the third squadron of cuirassiers, still crossing the brook in column of fours. Two other squadrons had been allowed to cross unmolested and were dealt with as they reformed column of troops. As it happened, I was riding a lively little English mare who had no liking for troops "*en masse*," and was, therefore, taken out for reconnoitring only. She must have conceived a violent dislike to cuirassiers, for she refused to halt at the regulation distance and carried me right through the ranks of the opponents, striking their sergeant-major broadside on and bowling him over. There was already some confusion in that squadron of heavies, and it was worse by the time I had found my way out of it. The cuirassiers were annoyed and said things about allowing foreigners loose in the German Army ; the 9th Hussars considered this a joyous occasion.

Our way took us out of the little valleys down to the Rhine and into a land of kindly, hospitable folk. There is still a trace of the Latin colonist in the Rhinelander, and this makes him exceeding good company. Amongst these pleasant folk we spent several days while the Corps pioneers were throwing a pontoon bridge across the Rhine. One day I happened to be crossing by the ferry to pay a call at Königswinter, when I noticed two sturdy, serious looking men watching the proceedings with interest. They were dressed in Sunday best, and their speech was that of Yorkshire. We got into conversation, and one of them, quite tactfully, tried to discover how much I was paid for my job ; the other, however, suggested that probably my pay was nothing much worth mentioning, and I agreed with him.

The manœuvres that followed our crossing the Rhine brought us the whole 7th Corps as opponents. In those days cavalry had plenty to interest them, it was the wretched infantry that seemed to get no fun at all out of the performance. Day by day they marched along dusty roads, collars unhooked and tongues hanging out, and seemed to serve no other purpose than to give cavalry patrols something substantial to look for and report. It was only when the Emperor himself was present that manœuvres were likely to end in a general attack and a really impressive "show."

The country we worked in on the occasion referred to above, was historic ground, Rome's legions had met the Teutons there and suffered a defeat which called a halt to the expansion of the Empire. It was vain to cry out: "Varus, Varus, give me back my legions"; they had gone under before the fury of united Teuton hosts. In Westphalia you will still find descendants of the original Teutons unmixed with the Slavonic tribes which were called in to aid Saxons *versus* Franks, in time to be completely subjugated by the latter as the executors of the "Holy Roman Empire" of German nationality, a conception which is perhaps not as dead yet as some imagine it to be.

Troops were generally billeted in villages and farms, and this gave the trooper some instruction in horsemastership. There is always the horse that does not care if it snows and can sleep anywhere, there is also the horse that cannot rest easily in a strange stable and is sure to tear its face on any projecting nail which peasants seem to hammer into mangers without any particular purpose.

Now and again troops would bivouac for the sake of practice, and there were also large camps where regiments went through drill as units. There was such a camp in the XVth Corps to which the 9th Hussars were eventually moved, and here I discovered that "ragging" was not unknown in the German Army; it was generally called "Magic," as being a work of darkness. The watchword on one occasion was "Siam" in doubtful honour of a Siamese prince whose

long name graced the Prussian Army List during the time he was attached for instruction. One night as the call "Siam, Siam" was heard at mess, all the juniors streamed off to join the revels. The general idea was quite simple, a raid on furniture. One of our "summer gentlemen" was particularly active in removing the furniture from the inside of a hut to its flat roof. On retiring to his hut after some more refreshment, this gentleman found it stripped bare; he had assisted at the removal of his own belongings.

One year as rumours concerning manœuvres were beginning to ripen, they were flavoured by a suggestion that the 9th Hussars would not return to Trier after the autumn exercises. This was regarded by most as a horrible suggestion and by the townsfolk particularly, as quite unthinkable. But it was true enough, the order had gone forth that the 9th Prussian Hussars were to be transferred to the XVth Army Corps. The regimental pessimist at once decided that we were to relieve an Uhlan regiment in a small Alsatian town, Saarburg to wit, a place that even in those days had nothing particular to recommend it. The pessimist had quite a considerable following this time, and voices at mess were heard to criticise the powers that be, for sending a regiment like the Trier Hussars to a god-forsaken hole on the western frontier, a place overflowing with troops and therefore bristling with generals who, having no other attractions offered to them, would surely make themselves a nuisance in one way or another. Personally, though I had grown to like Trier, I did not feel particularly bound to the place; moreover, a garrison near the frontier, however little it might offer in social or intellectual amenities, was a distinct advance towards the matter I had come for, war. It occurred to me at the time, and I have since had occasion to observe it, namely, that the German is not a born pioneer or colonist, he is too gregarious. Amidst all the talk of isolation in a small garrison, of shipwreck on desert islands, and so on, with which the juniors chose to compare our possible banishment from Trier to Saarburg, I recalled the wide spaces of India, the isolation of the Burmese jungle, the calm-eyed men who go

about the Empire's business separated from home by endless wastes of water, yet surrounded by an atmosphere of what is English and seemly and of good report, even in the loneliest places of the world. No, Saarburg certainly held no terrors for me. As a matter of fact, it became known that our destination was not Saarburg but Strassburg, a very different proposition. The spelling of that ancient German name of the capital of Alsace is Strasbourg to-day, instead of Strassburg of yesterday. The 9th Hussars were to relieve a regiment which had earned the nickname of "Parquet-Uhlans," from their proficiency in and devotion to dancing. There were other uprootings of regiments from the lap of luxury to the austerities of the frontier; another Hussar regiment was moved from the Wiesbaden country to a lonely spot in Lorraine. Their place was taken by a modest Dragoon regiment which had garrisoned Diedenhofen ever since it ceased to be called Thionville in 1871. Talking "*en passant*" of Lorraine, it always struck me as strange that though the names of its towns and villages are mostly of German origin, and the people that inhabit them are markedly of German type, yet were their sympathies pre-eminently French. I remember a recruit from Lorraine, and he was probably not an only exception, who could not speak a word of German when he arrived, and had to learn that language as well as soldiering. His life must have been a hard one, and I tried to make it a bit easier by instructing him in French; he was a good lad and quite keen and intelligent, so by the end of his three years' service, he was a smart hussar and could speak some sort of German. It would be interesting to know whether he ever became reconciled to his German masters and how he feels now, if he be still in the land of the living.

Anyway, one thing was certain, Trier was to lose its "Blue Hussars," and therefore decided to make the parting ceremonial something worth remembering; in this the ancient city was completely successful. I, for one, cannot imagine how anyone who took part in the proceedings could have forgotten that week of farewell festivities; there would surely be memories of it, even if rather blurred, in the least retentive mind.

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It is doubtful whether Trier ever again reached such a height of festivity as on the occasion of the departure from amongst them of its Hussar Regiment.

Perhaps an attempt to equal this effort was made in 1918 when the German troops, with posies in the muzzles of their rifles as evidence of victory, hurried through the town because the Allies were after them. As the Allies had come to stay for a while, the festivities, if any, would wear a chastened air. There was no such restraint in the farewell feast to the "Blue Hussars."

No one was ever able to give a coherent account of the affair, no one even remembered when it had begun nor how long it had lasted. The Mayor, the life and soul of the party, knew less about the affair than anyone, and he had certainly been the busiest merrymaker of all; he had not been to bed for four nights and when he did regain his couch, had not the least idea how he got there. Nevertheless, the local press rose to the occasion, credited Mayor and Colonel with some beautiful speeches, and generally gave the good burghers an idea of the fun they had been enjoying. By the time the citizens had taken in the fervid descriptions provided by their local paper, the Hussars were far away. They had clattered out over the cobblestones, under the "Porta Nigra" for the last time and had taken the road that follows the valley of the Saar, away to southward, the road they had ridden before, in 1815 and 1870.

Artillery replaced the "Blue Hussars," and the townsfolk welcomed them in their turn. The merry clatter of horses' hoofs was now accompanied by the sombre rumbling of guns and limbers, a diapason note as it were, a note of warning, perhaps. Trier felt that these changes held sinister forebodings. The face of the countryside seemed to take on a sterner look since the hussars had ridden away. There was a harrowing sense of uncertainty and yet there was no apparent reason for any such feeling. Germany was strong and mighty and could "speak with her enemies in the gate," did so, indeed, as other nations thought, sometimes without sufficient reason.

"The morn on the mountains was misty and grey," as we rode up the valley of the Saar. After the farewell revelries of Trier, some clear thinking became necessary, and there was plenty of food for reflection. So far my object had not been attained, Europe seemed as peaceful as possible, and there appeared to be little immediate prospect of putting what I had learnt of warfare to a practical test. But just before leaving Trier, an opportunity for a change presented itself: a South American Government had applied to Germany for instructors. This caused a stir among the junior officers, and I certainly felt interested in the offer. In a general way I was no doubt influenced by the inducement of "something lost behind the ranges, go and seek it," a feeling which has affected the destiny of our race as strongly as any other motive that sends men out in search of adventure. In this case "the ranges" were the Andes, and the conditions of the country in question of which we knew nothing whatever, were freely discussed at mess. The general opinion was that there was always a chance of war "down there," and that members of discordant communities in those parts prepared for war by individual practice with arms on each other, that indeed, you would find it advisable to "show a gun" before taking your place at table for instance, and this little matter was considered somewhat of an attraction; it gave point to the "joy of life."

On the other hand, cavalry was concentrating on the frontier of France, and this might mean the preliminary to the real thing, for as everyone knew, no war could be said to open under decent conditions without a proper display of cavalry activity. I, therefore, decided to give up the quest of things "lost behind the ranges" and to hope for the best in my present surroundings.

These surroundings were still filled with memories of the Franco-Prussian war of 1870-71. The regiment was billeted in St. Johann, the sister town of Saarbrücken, where were quartered the 7th Dragoons with which we had been brigaded for several generations—a very pleasant regiment this.

It was to St. Johann that a small detachment of Prussian infantry had retired under pressure from superior French forces. The latter had then returned to the heights of Spicheren and dug themselves in after a display which Emperor Napoleon III described as a great victory enhanced by the presence of the Prince Imperial who had received his baptism of fire on that occasion. According to the account of a fond father to the Empress Eugénie "the Soldiers of France wept as they beheld the coolness under fire displayed by the young Prince whom they affectionately called 'Loulou.'" From the vast parade ground south of Saarbrücken you could see the heights of Spicheren with the Red Mountain from which the French were dislodged after a deal of hard fighting on both sides, on 6th August, 1870, the same day which witnessed the German victory of Wörth and the heroic attempt of French cuirassiers to save the situation. It had been generally supposed at the time, that the introduction of the breech-loader would sound the death knell of cavalry. Every new engine of war is credited with the power to relegate cavalry to limbo, and so far those mechanical devices have failed. They will only succeed by killing the cavalry spirit which informed those French cuirassiers at Wörth and their opposite numbers, the German horsemen at Mars-la-Tour. There was a Briton among those who rode in that "*Chevaudrade de mort*," as the French described it, Campbell of the Halberstadt Cuirassiers. And the loss of the cavalry spirit to a nation means more than those two words imply, that spirit being akin to the sea sense and the love of adventure.

While the 9th Hussars were training in drill as a regiment on the old battlefield of Saarbrücken, under the frowning brow of Spicheren heights, I happened to meet a man who subsequently gained some notoriety. I did not seek his acquaintance and on the only occasion on which I met him he was engaged in a scene that was not particularly edifying. It was outside the Casino at Saarbrücken on a fine afternoon. Several of those brakes such as mounted troops were allowed to keep as already described, were drawn up outside the door. They belonged to

a battalion of Military Train stationed near by, but in the area of another Army Corps. The officers of that unit had been lunching at the Casino and were, when I came up, wasting energy in trying to get into the conveyance that was not there rather than into the one that was awaiting them. Eventually, and with much circumstance, they were safely packed in and driven away. Among them was Lieutenant Bilse, who appeared the most sober of the collection. He afterwards wrote a book called "Life in a Garrison Town" (the title of the English translation) which caused a considerable sensation and a deal of annoyance, not all undeserved, to the author. Bilse had to face a court-martial as one of the consequences of his literary effort. As a contribution to letters, the book was of little value, as a description of the state of his own battalion it was sufficiently accurate, as the court-martial reluctantly admitted. As a representation of German Army life it was an outrage. As such it misled public opinion abroad and, therefore, did much harm. Germans would know, but others could not understand, that a battalion of Military Train was not necessarily representative of the German Army as a whole, in fact, that useful branch of the service was at one time the refuge of cavalry or artillery officers whose regiments had little use for them, but yet desired to give them another chance. The percentage of such officers varied considerably no doubt, and perhaps Lieutenant Bilse's comrades consisted of an undue number of less desirables. Certainly that particular battalion had an unsavoury reputation in Saarbrücken at the time I met the author of that much discussed book, "*Aus einer kleinen Garnison.*" The author's mistake was to depart from the truth by suggesting that he was describing life in a cavalry regiment. The final scene depicted in this book, is laid in London, and is simply silly.

Bilse's book was followed by others of a similar character, but less ineptly treated. One of these, "Jena or Sedan," dealing with a decent regiment of Saxon artillery with which I was slightly acquainted, brings out the worst and exaggerates it, but is at least readable. It gives a very good illustration of

the social importance attached to the status of the one-year volunteer, by describing an unfortunate youth who fails to satisfy the examiners on leaving the high school and therefore has to serve three years instead of enjoying the privileges accorded to those who qualify for an academic career. A re-perusal of "Jena or Sedan" is quite enlightening in view of our recent experience in war against the German nation.

After the regiment had been inspected and had gained the approbation of several high authorities, the cavalry brigade was placed temporarily under the command of a very learned officer, one who had done brilliant work on the General Staff. He was to show his skill in handling mounted troops while our own brigade commander looked on—in sorrow. The "star" from Berlin lacked one essential of a cavalry leader, coolness. He changed direction too abruptly, and by the end of the third day's work had unsteadied the well-trained squadrons, some 1,200 lances in all. The finale of the third day's performance was to be a charge in line of all this cavalry which under constant, worrying re-adjustment of direction, was getting out of hand. A mistaken trumpet call dissolved the whole mass into wild confusion, and it brought a squadron of dragoons wheeling at a gallop straight into the flank of my troop. Men and horses went down, some severely injured, and the whole formation seemed to disintegrate at once. Hussars and dragoons charged wildly in every direction, all cheering their loudest, horses went quite mad, and the temporary brigade commander was whirled away into a remote corner of the field. After this performance, he was returned to his cushioned niche in the General Staff. My personal interest in subsequent proceedings ended abruptly as I was conveyed to my billet with concussion of the brain.

There are bound to be accidents when large bodies of troops are engaged in manœuvres, and if one or two proved fatal, the victims' relatives were consoled with the thought that it is sweet and decorous to die for the Fatherland, which is both beautiful and true. Commanding officers were naturally anxious to prevent any untoward occurrences by warning the less

circumspect against running into any danger that could not be connected with military duties. There was such an occasion, when two officers of another regiment were drowned when boating on a lake. The C.O. was quite pathetic about the matter: "Just consider, gentlemen, if a mischance like that were to happen to any of you, what an infernal lot of writing it would cause."

(To be continued.)

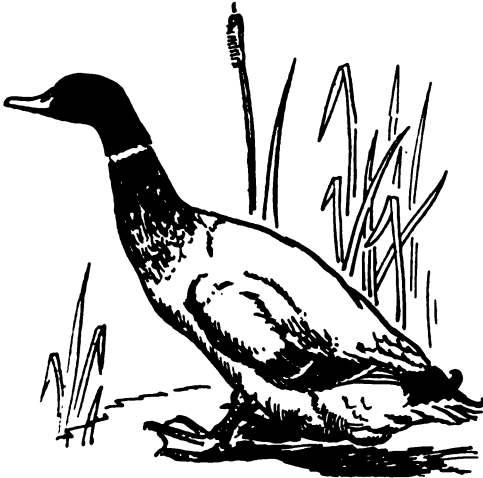


WING SHOOTING IN ALBERTA

By LIEUT.-COLONEL J. N. GUNN, D.S.O., V.D., M.B.,
M.R.C.S.(Eng.), *Canadian Army Medical Corps*

To the West the foothill ranching country—beyond, what the Blackfeet Indians call the “Back Bone of the World,” the Rockies—to the East the undulating prairies spread for a thousand miles—the brilliant sunshine, the buoyancy, the crispness of the air! One cannot help it—one hunts.

The prairie is dotted with pot-holes, sloughs and lakes.



MALLARD DUCK.

Here the local ducks breed—mallard, widgeon, pintail, blue and green-winged teal, spoonbill and gadwall. This shooting is flight-shooting, and done from cover on projecting points or stretches between sloughs, and a good retriever is a necessity. The bag at the first of the season is a good one, but mixed. Marsh shooting brings a higher percentage of mallards, but it is a mussy job.

The real duck shooting starts when the greenheads, that is mallards, come down in their countless thousands from the north. They first settle on the larger bodies of water, and from these radiate out on their foraging excursions for many miles. If the weather is fine they leave the water in bunches just before sundown and follow one another to their chosen feeding grounds—a grain field, preferably wheat, sometimes

barley. They return to water after dark, but sunrise finds them in the fields. On dull or stormy days they feed earlier, and the chances for a more protracted shoot are better. From a point of vantage the hunter watches with glasses the line of flight. Later they will be seen in the distance, like a swarm of bees, milling over a field preparatory to settling. If the ducks are not disturbed the chances are that they will return to the same field. The exact spot is easily located in their absence by the appearance of the grain and droppings.

If the grain is still standing in the shock, gather several sheaves into an oval and make a blind. Put out decoys. Get in well before their expected arrival, and keep down. They will first make a wide circle, gradually contracting the circle and coming lower. It is a mistake to shoot when the first arrive. Wait until they approach their chosen spot. Flock after flock will follow, if the first are not disturbed too soon. If the grain has been threshed, it may be necessary to dig pits. After feeding they are very thirsty and sometimes excellent shooting may be had as they visit the nearby sloughs. Near a pothole in a grain field is often an excellent place to build a blind.

The mallards are at their best when feeding in the grain and often are so heavy that when shot they will split open when they strike the ground. It is strange that with the great variety of duck that are common to Alberta, the mallard is the only one which habitually feeds on the grain. In our recent mild winters many thousands of these birds have remained here the entire year. They keep water-holes free from ice by their continual movements, and also frequent open rivers and springs.

The strong-flying and much-coveted canvas-back and red-head follow more or less definite lines of flight, and are found more in the Eastern part of the Province. The greater and lesser scaup, i.e., the Bluebill, collect in huge rafts on the lakes and large sloughs. They decoy better than any of the duck family. Up to the present decoys are not much used in Alberta. Ducks are plentiful and are on the increase, thanks to an inter-

national understanding between Canada and The United States prohibiting spring shooting.

Prairie chicken or sharp-tailed grouse, the little friend of the buffalo, still supply excellent sport. Like all the grouse family, some years they are plentiful, some years scarce; at times they seem to move from one section of the Province to another. The sharp-tailed grouse is a slightly smaller bird (weight just under two pounds) than its cousin found farther East — the square-tailed grouse.



PRAIRIE CHICKEN

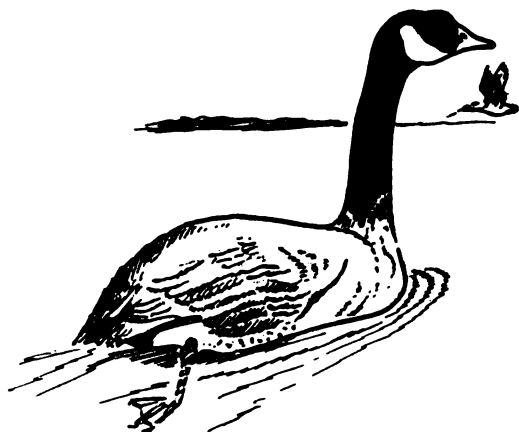
Twenty years ago prairie chickens were to be found on the prairie, in coulees, or along river bottoms, but of late years they are more plentiful in the foothill country. Early in the season, when the chickens are in coveys they lie well to dogs, and often will not rise as a whole, but one or several at a time. This supplies an excellent opportunity for good dog-work, and good shooting. Even the

veteran shot gets a thrill from the terrific burr-r-r-r a chicken makes when it rises, and these thrills often result in misses. When the birds rise as a covey most misses are made by failing to pick ones birds and firing into the fast disappearing flock of brown and white.

Early in the morning they visit the nearest grain-fields, preferably wheat. This they again visit in the late afternoon. In the middle of the day they are often difficult to locate. If the weather is warm they may be found in deep cover, or in the willows around the edge of a slough, or picking shells in dry sloughs. On windy or cold days they frequent cover, or the protected side of a hill. Later in the fall they pack in large numbers and are very difficult of approach. They have their dancing-places where they collect and go through all sorts of

antics, strutting with wings dragging, bowing, circling, scraping, very much like one of the Blackfoot Indian dancers.

The name "goose" is generally applied to the Canada grey (weight nine to fourteen pounds), Hutchins goose (six to nine pounds) and the greater and lesser Snow-Goose or "Wavies" as they are more generally known here. At times the air is full of geese, and the larger waters dotted with them. Yet com-



CANADA GOOSE

paratively few are killed in Canada. Goose-hunting is an art—an art that can only be learned by a man of keen observation and infinite patience. By luck a man may bag a dozen, but the hunter who gets a hundred geese in a season must know the ways of geese. Over a hundred geese have been killed in one shoot by two local men.

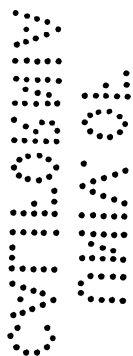
As a rule they leave the big water just as the sun, rising above the horizon, strikes them in the eye. They soon form their characteristic V-formation and start on their foraging expedition which may be one mile or twenty miles. They prefer to feed in wheat-stubble, where the grain has been threshed, and very often on the highest part of the field. If undisturbed they may return to the same place day after day, but if the grain is standing in the shock they usually change their feeding-place more often. They visit the fields again in the late afternoon, returning to water after dark.

The rural telephone may help you to locate where the geese are feeding, but if it does not, first locate the geese on the waters, then watch them as they leave. If they do not go far it is easy, but if they do, follow them in your car, watching them from time to time with your glasses. If they are lost to sight keep going in the same direction. Soon another flock will



FOUR DAYS' SHOOTING BY THE AUTHOR, OCTOBER, 1926

(98 Birds)—Duck, Prairie Chicken, Hungarian Partridge



follow. Mark these and keep on going until you locate not only the field but the exact spot where they are feeding. Do not disturb them. Wait until they are through feeding, and have returned to the water. Visit the spot, where they were feeding, with a lantern, making sure of the exact place from footmarks, the disturbed condition of the stubble and their droppings. Mark the direction of the wind, for geese always settle and rise against the wind, also the direction from which they came to and left the field. Locate your pits accordingly, then dig and dig deeply. If the ground be hard, use a pick, making the pit large enough to swing in, and deep enough that you can keep out of sight. Cover the new earth with stubble, planting it in rows, if possible right up to and projecting over the edge of the pit. Place your decoys and be in your pits well before daylight.

When all is completed you will have time for a few hours sleep, and to dream of the thrill as these huge birds set their wings over your decoys. You see one flock shoot up, another following, and still another. You hear the thud as these huge birds hit the ground—you pick off the winged ones—you locate the cripples—your gun is hot. Even in a dream the excitement is intense.

Then if anyone of several things do not happen—if no one has disturbed the geese in their evening feeding, if they return to the same field, if they feed in the same spot, if no one else has located them, if the wind has not changed, if you keep down long enough, if you do not lose your head, if your gun does not jam, and if you can shoot, you will have the thrill of a life-time, such an experience as you will never forget and you will continue to hunt the elusive honker for the rest of your days.

These little foreigners, the Hungarian partridge, were first imported about twenty years ago. The money for their purchase was raised principally by Calgary sportsmen with some assistance from the Alberta Government. From a few hundred pair we have now hundreds of thousands spreading two hundred miles south into Montana and east and north six hundred miles

To-day they supply most fascinating sport. So plentiful are they that the open season has been each year extended until now they provide sport from 15th September to 15th December. In certain areas they are more plentiful than in others but every

section has its quota.

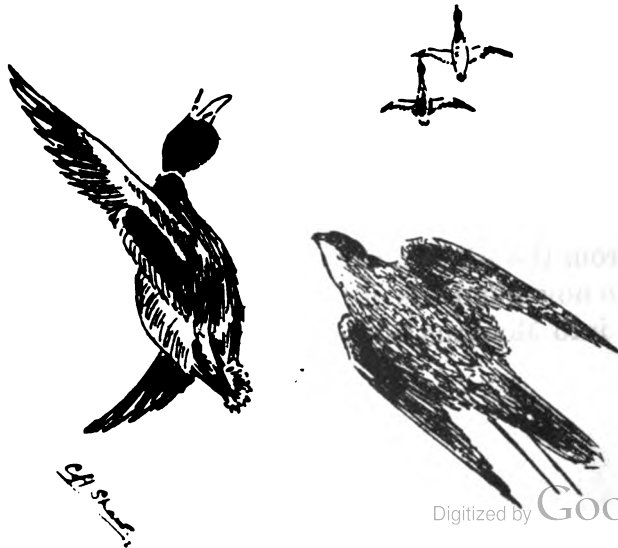
In habits and appearance they are very much like the English partridge: weight less than a pound, large covies, both parents caring for the eggs and young, quick to rise as a covey, and away like a shot from a cylinder-bore. At first they



HUNGARIAN PARTRIDGE

lived mostly on the seeds of weeds, but of late years more and more grain is found in their crops and they frequent the stubble more than before. They are never seen feeding on standing grain or grain in the shock, but on the grain scattered on the ground. They lie well to a dog, if there is sufficient cover, and a double out of a covey is good shooting.

The remarkable increase in the Hungarian partridge has done much to improve the quality of setters and pointers in Alberta. With such huge territory, a dog to be of any use must have wonderful staying powers and a highly developed bird sense and must be steady on point.



THE REMOUNT DEPARTMENT

PART II

MOBILIZATION

Note.—It is not desirable to give exact figures or details with regard to mobilization arrangements, which will only be referred to in general terms in this article.

MOBILIZATION is the passing from peace to war establishment, and the difference between these establishments has to be made good. It may be as well to remind our readers of the normal organization of the Remount Department, as the success of a satisfactory mobilization must largely depend upon the arrangements made by the Staff of this Department in peace time. The Remount Directorate of the War Office, consisting of the Director of Remounts and three Deputy Assistant Directors of Remounts, with clerical staff, forms part of the Q.M.G.'s Department and is officially known as Q.M.G.4. In addition to the Directorate at the War Office there is a Deputy Assistant Director of Remounts at each Command Headquarters to advise the General Officer Commanding-in-Chief on all matters connected with the supply of animals. England and Wales and part of Scotland are divided up into Remount Districts, sixty in all, the sizes of which depend on local conditions. The boundaries of these Districts coincide with those of civilian organizations, thus a Remount District may consist of so many police petty-sessional districts in a county, or of a county itself, or even of two or three counties. Each Remount District is controlled by a District Remount Officer (D.R.O.), who is responsible for the carrying out of all remount activities, including the Light Horse Breeding Scheme, in that district.

These D.R.O's. are, in most cases, retired regular officers and are continuously employed on a Civil Service basis of remuneration.*

It is not desirable to go into the exact details of mobilization, but it is obvious that units on a peace footing can only be raised to war strength by a very considerable increase in animals.

Generally speaking an Expeditionary Force would comprise some 75 per cent. of impressed animals which have to be procured from civilian sources. To ensure the provision of these animals arrangements must have been completed beforehand in every detail, so that on mobilization there is no delay caused by the necessity for asking questions and for having to wait for decisions. The work of obtaining horses and of delivering them to units must start, proceed and finish according to previously arranged time-tables.

Impressment.—I have already pointed out that the additional animals required are obtained by impressment from the civil horse population. Section 115 of the Army Act gives power in certain circumstances to impress horses, and it is important to realize the difference in the conditions applying to horse purchase in peace and in war. In peace time the Remount Directorate buy in the open market, sometimes at auction sales, competing against other purchasers, but as often as possible from farmers and breeders; when, however, a state of emergency exists and has been declared by Royal Proclamation, the Government seizes the market, and—a new and important point—has the power to forbid the private sale or purchase of any horse for a definite period. The powers given by the Army Act are in fact very great, and the Sections dealing with the classification and impressment of animals are instructive reading. It should be noted that the law of impressment dates back to 1692 and is not, therefore, a recent imposition.

The impressment of a large number of suitable animals is an intricate administrative problem, and success depends upon

* *Note.*—A previous article in the April number of the CAVALRY JOURNAL deals with the organization of the Remount Department in peace.

two separate factors: firstly, the existence of the animals, and secondly, the time in which they can be made available. We must keep these two points distinct in our minds in making our preparations.

Existence of Animals.—The steps taken to ensure that the animals exist divide themselves into three stages:—

- (1) The periodical taking of a census of all horses in the Kingdom ;
- (2) The classification of animals, to determine which are suitable for military purposes ;
- (3) The annual allotment for impressment of the classified horses.

(1) *Census.*—The taking of the census is not a remount service, but is carried out at intervals of four years by the police under the direction of the Home Office. It merely shows the actual horse population and does not differentiate between the fit and the unfit; nor does it tell us which horses could easily be spared and which must be left with their present owners in an emergency. The last census was taken in June, 1924, and showed the horse population of Great Britain to be just under two millions. It is not known how many of these were actually fit and suitable for military purposes, but probably not more than a quarter of a million.

(2) *Classification.*—In order that all units ordered to mobilize may be raised rapidly and efficiently from a peace footing to war establishment, it is necessary to have the requisite number of animals of various classes available for issue *at short notice*. Without a careful preliminary examination and registration, this would clearly be impossible.

The registration of animals is termed “classification,” and is carried out by the District Remount Officers during the summer months of each year.

The classification may be “general” or “limited.” In the former an attempt is made to classify all animals likely to be suitable for military purposes. In the latter, the numbers to be classified are detailed through Commands by the War Office. The limited classification is based on the probable animal

requirements in the event of mobilization, and is spread over the various Commands, with a view to making each Command self-supporting so far as is possible.

Each D.A.D. Remounts divides up his quota [see (3)] among his Remount Districts according to their horse bearing capacity. On receipt of his quota a D.R.O. commences his classification, for which a special book (Army Book 389) is used. He records in this book, which is conveniently arranged with suitable columns, the names and addresses of horse owners, with a description of any animal he considers suitable for impressment. As a guide to where horses are likely to be found D.R.O's. have full access to the latest census returns and to the books of the previous year.

D.R.O's. are careful to explain to owners the object of their visit, and the fact that, even if animals are entered in their books, the Government has no lien on them whatever in peace time and imposes no restriction on the use or sale of animals so listed. No subsidy or retaining fee is paid for these horses. In the event of being refused permission to enter private stables—happily an extremely rare occurrence—the law (Sec. 114 A.A.) provides that a Justice may, on application from the officer who has been obstructed, issue a search warrant directing a constable to accompany the officer and enter the premises at any hour between 6 a.m. and 9 p.m. to inspect any animals that may be found therein.

(3) *Allotment*.—To meet the demands of mobilization, the D.A.D. Remounts at each Command Headquarters is allotted a quota which he sub-divides amongst the various Remount Districts within his command. The D.R.O. is then in a position to complete his annual allotment for impressment. He knows the actual number of horses in each category required from his district and settles which of the animals classified by him shall be those earmarked for impressment in the event of mobilization. In doing this a D.R.O. has to be careful that sufficient horses are allotted to ensure that the full number required will be available when the time comes. At the same time he will normally only allot 50 per cent. from one stable and will not

take the horses of public bodies, railway companies, or food distributing businesses unless the required number cannot otherwise be obtained.

The Time Element.—We now come to the time element, and it must be taken for granted that sufficient animals for impressment exist. To ensure that they are available within the specified time according to the mobilization scheme is a question of organization, the details of which must be worked out at Command Headquarters.

The following is an outline of the steps which have to be taken by the various officials to ensure that the animals will be forthcoming within the scheduled time. The D.R.O. knows how many horses he has to produce from his district and he has to arrange for :

- (1) The division of his district into purchasing areas according to the number of horses to be bought on any one day ;
- (2) The appointment of a purchaser to take charge of each area and of a Veterinary Surgeon and other officials to assist the purchaser ;
- (3) The selection of collecting centres in each area where horses can be collected, branded and marked for issue to the various units ;
- (4) The appointment of a Distributor to take charge of collecting centres.

When these arrangements have been completed and reported to Command Headquarters, the D.A.D. Remounts makes arrangements for :

- (1) The transport of horses from collecting centres to units. This involves the drawing up of a complicated railway time-table, not only for the horses from collecting centres to units, but also for the conducting parties which it may be necessary to send from units to collecting centres or railway stations to fetch the horses. This time-table must agree with the schemes of the individual units, or horses may arrive before there are sufficient men to look after them ;

- (2) The payment by purchasers for the horses impressed by them. The assessed value of a horse will be paid to the owner by the purchaser by means of a payment order on the Command Paymasters ;
- (3) A host of small details such as the publication in the press of the names of purchasers and the areas in which they are to operate, instructions regarding the hiring of motor cars or the use of private ones, the supply to Command Paymasters of specimen signatures of Purchasers.

On the basis of these arrangements the Army Forms which give the requisite information to the purchaser and his staff are compiled. There are, however, constant and unavoidable alterations in detail, due to such factors as new war establishments and changes in the timings of horse-trains, which necessitate continual amendments to these Army Forms so that finality of work is never reached.

Purchasing.—The following is a brief summary of what happens in a purchasing area on mobilization.

The purchaser, who has been selected in peace time, sets to work according to his programme. At the request of a collector (one of the purchaser's staff), owners will probably agree to send their horses to Purchasing Posts where they will be examined by the Veterinary Surgeon for soundness and by the purchaser for suitability and price. The purchaser has instructions with regard to the maximum price he may pay for each class of animal and is told to give what he believes to be a fair price within these limits. Should the owner consider the price too low he must surrender the animal, but can afterwards appeal to the County Court. When purchased, horses will be taken to a collecting centre where the distributor will allot them to the unit for which they are most suited. All this will be done in accordance with the pre-arranged time-table so that (say) by the third day after purchasing has commenced, 100 horses may be ready at some small collecting centre for despatch to specified units. If the arrangements made are satisfactory a train will also be at that collecting centre ready to convey the horses to

their destination, where they will be met by a collecting party arranged for by Command Headquarters.

The D.R.O. exercises a general supervision over the purchasing in his district. Though he does not purchase himself he will be fully occupied in seeing that all arrangements are working smoothly and according to plan. Interpretation of the instructions issued, the programme of purchasing, the returns to be filled in every evening and the payments to be made will all present difficulties to the uninitiated. The D.R.O. with his knowledge of the machinery of mobilization and of the Army Forms and returns to be rendered can now be of great assistance to his Purchasing Staffs on the one side and to the Command Paymaster and D.A.D. Remounts at the Headquarters of his Command on the other.

The horses procured by impressment will differ in some respects considerably from those bought in peace time, and the level standard which now obtains cannot be expected. A description of the classes of animals suitable for military purposes in time of war is given in Remount Regulations on page 79, and on the next page it is laid down that the following are the most essential points to look for :

- (i) Equable temperament ;
- (ii) Good middle piece ;
- (iii) Good feet ;
- (iv) Straight and true action.

It is, of course, obvious that in the event of mobilization, from one cause or another, some of the animals previously classified will not be available. It has been found in peace time that the number of Army horses constantly inefficient, i.e., lame or sick, is between 5 and 6 per cent. It seems likely that this ineffective figure amongst horses classified for war would be between 10 and 15 per cent, etc., the total classified less some 12½ per cent. Without going into accurate details it may be stated that the number of animals classified and on the books of the D.R.O's. at the present time is about four times the initial requirement of the Expeditionary Force. In the Great War approximately 450,000 animals were bought for

the Army in the United Kingdom (including Ireland) during 4½ years.

Remounts in a Theatre of War.—The Remount Directorate at the War Office is responsible for the supply of all horses and mules, and, if required, of messenger dogs and carrier pigeons. The Director of Remounts at General Headquarters controls the Remount Units in the Expeditionary Force and is responsible that all arrangements are made for meeting the requirements of the fighting units. The Remount Units will usually be :

(i) One or more Base Remount Depots where the main reserve of animals is kept, where horses are trained and where those requiring it are rested or acclimatised.

(ii) One or more Advanced Remount Depots situated at convenient places on the Lines of Communication. These are kept up to strength with horses fit for immediate issue, and their duty is to feed the fighting units with remounts as required.

Note.—A Remount Squadron capable of dealing with 750 horses is the basis of the formations mentioned above. One to five squadrons may be grouped together under a Remount Depot Headquarters.

(iii) Field Remount Sections, which are small independent units and are used to convey animals to and from Remount Depots.

The function of the Remount Service is to provide for the flow of healthy horses from the Base to the Front as distinct from the stream of ineffective animals passing from the Front to the Base. It is essential to keep these two streams separate and to prevent the infection of Remount Depots by the introduction into them of unhealthy animals, for the reception and treatment of which provision is made by the Veterinary Service.

Expansion of Remount Depots at Home.—The accommodation of the Remount Depots at home is only sufficient to hold the normal peace requirements of the Army.

In the event of mobilization, arrangements would have to be made for the reception of a large number of animals, and

the procedure adopted in the late war will serve to illustrate the solution of this difficulty.

During the period of mobilization impressed animals were collected in various stables or dealers' yards. As purchasing in the United Kingdom proceeded, the most convenient and suitable of these collecting centres were enlarged, made more permanent and taken into regular use. If remounts have to be purchased abroad (and it is very certain that in a big mobilization this will be necessary), special Depots for their reception must be constructed. It is convenient and economical if these Depots are close to the ports of arrival. In the late war animals were shipped to Avonmouth and Liverpool, and near both of these ports Depots to hold 5,000 animals were constructed.

The number of animals imported continued to increase, until the monthly figure amounted to over 20,000. To deal with these additional numbers Romsey, near Southampton, was selected as a site for an additional Depot for horses, while a special Depot for mules was built in the Vale of Taunton in Somerset. The stables provided had permanent floors and galvanized iron roofing, each building containing 100 stalls. In addition, water-troughs, harness rooms, and sheds for forage and shoeing were built, the men being accommodated in huts.

Normally animals on disembarkation were retained under veterinary observation in one of these large Remount Depots for about a fortnight. If they had then got over the effects of the sea voyage they were issued to Reserve Regiments of Cavalry, Reserve Brigades of Artillery, or to the smaller Remount Depots, where they were conditioned, and, when sufficiently trained and fit, collected at the Swaythling Depot for transfer to the Base Remount Depot in France.

Casualties.—Animal casualties on active service are at once struck off the strength of the unit and replacements demanded through Divisional Headquarters, which forwards a consolidated return showing the requirements of each arm of the service. Animals are issued in accordance with this demand, and whenever possible are taken by a Field Remount Section

to the Divisional Headquarters Area where they are distributed to units.

Animal casualties must be considered under two headings :

- (a) Total loss—an animal killed or destroyed ;
- (b) Temporary loss—an evacuated animal which will eventually be returned to the ranks.

At first every casualty must be replaced by a "remount." Later on, as the sick and injured recover, they will be re-issued to replace wastage, the proportion of "remounts" required being thus reduced.

Some figures of the Great War may be of interest :

During the four months fighting of 1914

in France the wastage was 12.5 %

During 1915 14.3 %

During 1916 14 %

During 1917 28.5 %

and for eleven months of 1918 25 %

In Egypt the annual wastage was slightly over 12 per cent., in Salonika about 14 per cent., in Mesopotamia $8\frac{1}{2}$ per cent. In Palestine, where a war of movement developed in 1918, the casualties among cavalry horses from July to December were about one-third of the total strength, rather under half of these being a total loss and the remainder evacuated. It must be borne in mind that the animals in this force were in hard condition and acclimatised, while the casualties from enemy action were few.

Privately owned Horses.—No privately owned horses are allowed in the theatre of operations, but on mobilization the Remount Department will buy at a fair valuation all chargers in possession of officers which are sound and suitable. The maximum prices given for the various classes will be found in paragraph 588 c. of the Allowance Regulations.

Note.—The Orders, Regulations and Instructions, dealing with the arrangements for the mobilization and supply of animals for units in the field, will be found in Remount Regulations, 1924, and Remount Manual (War), 1923.

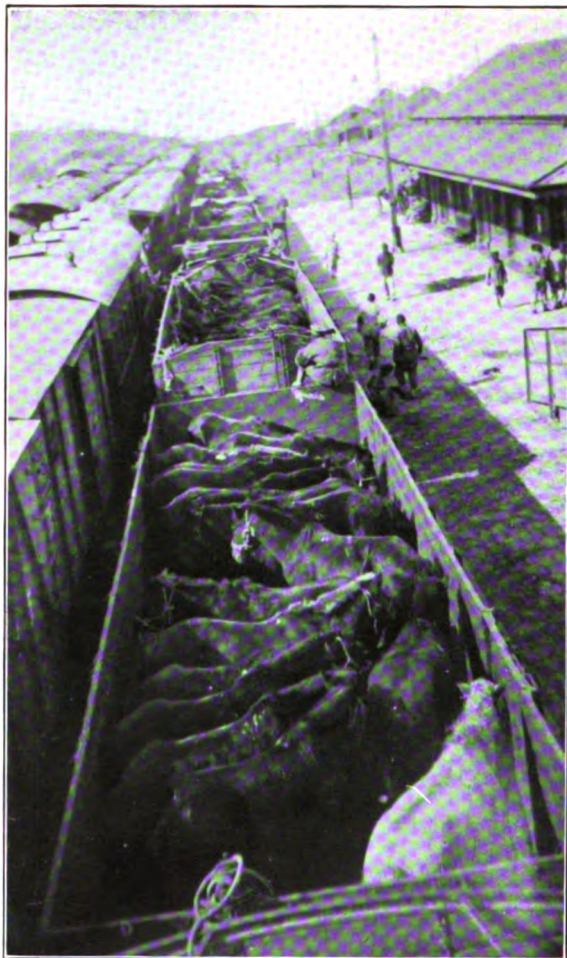
THE CHINESE PUZZLE

OWING to the kindness of the CAVALRY JOURNAL of the United States we are enabled to publish three photographs which may be of interest to our readers, and which illustrate the peculiar ways of the East. These illustrations accompanied an article entitled "Chinese Cavalry produce a Decisive Victory," by Brigadier-General H. J. Reilly, O.R.C., which was contained in the January (1927) number of the CAVALRY JOURNAL (U.S.)



No. 1.

A CHINESE CAVALRY OFFICER.



No. 2.

TRANSPORTATION OF ANIMALS BY RAIL.

This method of railing horses considerably simplifies transportation problems. It will be noticed that there are no less than fifteen horses in one truck.

No. 3.

THE FATE OF THE DEFEATED.

A Chinese general captured after defeat, and, with his wife, shot.



RECENT CHANGES IN CAVALRY ORGANIZATION

A LARGE number of changes in the peace organization of the Cavalry of the Line have been brought into being lately, and it may be of interest to examine these for the benefit of readers of the CAVALRY JOURNAL. It must be borne in mind, however, that these changes only affect regiments at home and on the Rhine. Unfortunately, these alterations are bound up with heavy reductions in the peace establishment of regiments, and these are a matter of great regret. The idea of this article is, however, not to discuss the policy that led up to these changes but only to examine the changes themselves. The basic principles of these changes were :—

- (1) To gain higher mobility ;
- (2) To gain greater fire-power ;
- (3) To secure economy.

The Secretary of State for War in his speech on the Army Estimates, stated that the small savings made on the cavalry will be used to modernize and improve its fighting value. With this all thinking cavalymen will agree in principle, but it is a matter of grave concern that regiments should be so heavily depleted in personnel and horses in order to obtain this greater mobility and fire-power.

It has been urged for a long time that the weight carried by the cavalry horse is excessive and that this weight should be reduced, so that the speed and radius of action of cavalry may be increased. It has now been decided to transfer a certain amount of equipment, etc., from the horse to the 1st Line Transport, and the latter, instead of being horse-drawn,

will consist of cross-country six-wheeled motor vehicles. This innovation will certainly free the cavalry from being tied down to its slow-moving transport, and in future we ought never to hear of cavalry having to retrace its steps in the course of operations in order to obtain its rations and forage. The transport should henceforward always be sufficiently mobile to reach the cavalry at nightfall, however far the latter is advanced.

The lack of fire-power in cavalry has been partly due to the insufficiency of machine guns and partly to the unreliability of the Hotchkiss Gun. It is seldom realized by other than cavalry soldiers that once cavalry dismount for action, they lose 25 per cent. of their rifle strength owing to the necessity for horse-holders. In order to increase the fire-power, it has therefore been decided to increase the machine guns in a cavalry regiment from four to eight in peace (and presumably to twelve in war), whilst a more reliable weapon to take the place of the Hotchkiss Gun will be searched for.

We will now proceed to examine the main changes and reductions in the cavalry arm.

(I) Abolition of the Cavalry Depot, Canterbury

By the time this article is published, the Cavalry Depot, which was reformed on the 1st February, 1923, will have ended its existence, as it has been decreed that its abolition will take effect from 13th June, 1927. The establishment as laid down for 1926-27 was:—12 officers, 192 other ranks and 41 horses. Most of this personnel will now become supernumerary and will be absorbed into any vacancies that may arise in the Corps of Dragoons, Hussars and Lancers. Cavalry Records will remain at Canterbury, and the O.C. i/c Records with a slightly increased staff will be responsible for the mobilization equipment of all cavalry reservists. It is assumed that, on mobilization, some form of a Depot would be revived at Canterbury, where the reservists would join and where they would be clothed and equipped before being despatched to

regiments. On the other hand, the present situation affords a favourable opportunity to adopt a more decentralized system for the reception of reservists.

In future, recruits on being enlisted by the Recruiting Officer will be sent direct to regiments, where their training will be carried out.

It is interesting to note that 7,008 recruits will have passed through the Canterbury Depot during its existence of 52½ months.

Whether the new system of training recruits will be a success or not, is a matter that cannot be predicted at the moment, but it is understood that the majority of cavalry officers are in favour of the concentration of training in regiments. There is one point, however, that must not be overlooked, and that is the training of recruits in war. On mobilization some other arrangements must come into being, and it is assumed that the War Office have a cut and dried scheme for the training of recruits in wartime.

(II) *Changes within Cavalry Regiments at Home*

Reduction in regiments of one sabre squadron thus decreasing the number of such squadrons to two per regiment. Each squadron will be organized into four troops, each of four sections. The reduction of one squadron is undoubtedly a very severe blow and greatly to be regretted, but now that the new organization is *un fait accompli*, it must be accepted with good grace and thoroughly tried out.

It has also been decreed that the Hotchkiss Guns shall be abolished with the exception of the two on the Headquarter Wing for Anti-Aircraft purposes. Most regimental officers will agree with this step, as this automatic gun has always been looked upon with suspicion owing to its unreliability. Moreover, the pack horses carrying the guns and ammunition have always been an encumbrance. It is hoped, however, that a reliable automatic rifle, which can be carried by the man on his horse, will be invented, and that each section will be armed with one of these.

Tables setting forth the old and the new peace establishments of a sabre troop and of a sabre squadron are given below :

				<i>Sabre Troop, 1926-27 (3 sections)</i>	<i>Sabre Troop, 1927-28 (4 sections)</i>
Subaltern	..	..	..	1	1
Sergeant	..	..	..	1	1
Corporal ..	..	..	..	1	1
Troopers	..	..	..	23	27
Batmen ..	..	..	..	2	2
Total Rank and File	..			26	30
Total all ranks	..	..		28	32
Horses—officers'	..	..		2	2
„ riding ..	..	..		20	26
„ pack ..	..	..		1	..
Total horses	..	..		23	28
Hotchkiss Gun ..	..	..		1	..

This shows a net increase of four troopers and five horses per sabre troop.

				<i>Sabre Squadron, 1926-27</i>	<i>Sabre Squadron, 1927-28</i>
Officers ..	..	..	..	6	6
Warrant officer II	..	..		1	1
Sergeants and staff sergeants..				6	6
Trumpeters	..	..	..	2	2
Corporals	..	..	..	6	6
Troopers	..	..	..	92	109
Farriers, saddler, cooks, clerk, storeman	..	..	..	7	7
Batmen ..	..	..	..	12	12
Driver H.T.	..	..	..	1	..
Total rank and file	..			118	134
Total all ranks	..	..		133	149

			<i>Sabre Squadron,</i> 1926-27	<i>Sabre Squadron,</i> 1927-28
Horses—officers'	..	..	12	12
„ riding ..	..	..	86	111
„ draught	..	..	2	*
„ pack ..	..	..	4	..
Total horses	..	..	104	123
Hotchkiss Guns	..	..	4	..
Wagons G.S.	..	..	1	*
Bicycles ..	..	..	1	..
Carts O.M.	..	..	1	..

* Two draught horses and one G.S. wagon are temporarily allowed in each non-brigaded regiment.

It will be noticed from the above table that there is an increase in each sabre squadron of 16 troopers and 19 horses.

(b) *The Formation and Mechanization of a Machine Gun Squadron*

In order to provide for the extra fire-power and to compensate for the loss of the Hotchkiss Guns, the Vickers Guns in a regiment are increased from four to eight and a machine gun squadron formed, which will be independent of the Headquarter Wing. Pack horses for the carriage of the Vickers Guns are abolished, six six-wheeled motor vehicles being substituted for this purpose and for the conveyance of the personnel. The new squadron is organized into a Squadron Headquarters and two troops, each containing four guns. The personnel of a troop is :

- 1 officer ;
- 2 sergeants (3 sergeants only for squadron) ;
- 2 corporals ;
- 18 troopers ;
- 2 batmen.

It is presumed that three six-wheelers will be allotted to each troop. The proportion of troopers to one gun therefore is 4.5, whereas in the old establishment it was 9. The saving is made in the pack-horse leaders and in the horse-holders, which are no longer required. In consequence of this

mechanization, there are now included in a cavalry regiment, drivers I.C., but it is taken for granted that these men will first be trained as cavalry soldiers.

The mechanization is to be gradual, the 1st and 2nd Cavalry Brigades receiving the six-wheelers first, and in the meantime the non-brigaded regiments, whose pack horses are to be taken away, will be deficient of the necessary transport for tactical training.

For purposes of comparison the new and old organization of the machine gun squadron is given below :

				1926-27	
				<i>M.G. Squadron</i>	
				<i>No. 2 Group of</i>	1927-28
				<i>H.Q. Wing</i>	<i>M.G. Squadron</i>
Officers	..	..	..	2	3
Sergeants and staff-sergeants	..			3	4
Corporals	..	..	..	2	4
Troopers	..	..	..	36	36
Cook	..	..	..	1	1
Storeman	..	..	..	..	1
Batmen	..	..	..	4	6
Drivers H.T.	..	..	..	4	..
Drivers I.C.	..	..	..	..	6
Total rank and file				47	54
Total all ranks				52	61
Horses—officers'	..	..		4	6
„ riding	..	..	..	34	..
„ draught	..	..	..	8	..
„ pack	..	..	..	6	..
Total horses				52	6
Vickers Guns	..	..	..	4	8

	1926-27 <i>M.G. Squadron</i> <i>No. 2 Group of</i> <i>H.Q. Wing</i>	1927-28 <i>M.G. Squadron</i>
Wagons L.G.S. (four-horsed) ..	2	*
Motor cycle .. ..	..	1
„ „ combination ..	..	1
Lorries, six-wheeled .. ..	..	6

* Pending the provision of the six-wheelers to the non-brigaded regiments, the latter will allowed two L.G.S. wagons, but it is to be noted that no pack horses for the carriage of the guns, nor of riding horses for the personnel will be allowed.

(c) *Changes in the Headquarter Wing*

Besides the removal of the Machine Guns from the Headquarter Wing, certain readjustments of personnel have been effected between the various groups. The most important change, however, is in the Signal Troop, which is now to be partially mechanized while the non-signalling personnel in No. I Group, i.e., the regimental sergeant-major and six batmen have been transferred to Regimental Headquarters. The number of signallers and despatch riders has been reduced from eighteen to twelve, while two motor-cycles and two motor-cycles with sidecars have been added. The signalling equipment formerly carried on the pack horse will now be carried on the motor-cycle and sidecar.

	<i>Signal troop,</i> 1926-27	<i>Signal troop,</i> 1927-28
Subaltern	1	1
Signalling sergeant	1	1
„ corporal	1	1
Signallers	18	12
Batmen	2	2
	—	—
Total rank and file ..	21	15
	—	—
Total all ranks	23	17
	—	—

			Signal troop, 1926-27	Signal troop, 1927-28
Horses—officers'	..	..	2	2
„ riding	..	..	16	10
„ pack	..	..	1	..
			—	—
Total horses	..	..	19	12
			—	—
Motor cycles	..	..	..	2
„ „ combination	..	..	..	2

The new organization is applicable to both brigaded and non-brigaded regiments.

No. 2 Group of the Headquarter Wing, which formerly consisted of the Machine Gun personnel, now comprises the administrative personnel, which were previously in No. 3 Group. Owing to the abolition of the Cavalry Depot and the consequent concentration of recruit training in regiments, the following staff has been added to No. 2 Group :

- 1 Assistant adjutant ;
- 1 Sergeant drill instructor ;
- 1 Corporal drill instructor.

No. 3 Group now consists of the Band and No. 4 Group has ceased to exist.

Without going further into details, the strength of the Headquarter Wing is reduced from three officers and 171 other ranks to two officers and 100 other ranks.

(d) *Mechanization of the 1st Line Transport*

It has already been stated under sub-headings (b) and (c) that the transport of the M.G. Squadron and of the Signal Troop is to be on a mechanized basis. In addition to this, eight six-wheeled lorries are to be provided, whilst all draught horses and wagons are eliminated from the peace establishment. However, pending the provision of the mechanical transport to the non-brigaded regiments, a certain amount of horse-drawn transport is allowed for these units as a temporary measure.

Summary

The old and new establishments of a regiment are summarized below :

	<i>Establishment of Regiment 1926-27</i>				<i>Establishment of Regiment 1927-28</i>				
	<i>Regtl. H.Q.</i>	<i>H.Q. Wing</i>	<i>Sabre Sqdn. (3)</i>	<i>Total Regt.</i>	<i>Regtl. H.Q.</i>	<i>H.Q. Wing</i>	<i>M.G. Sqdn.</i>	<i>Sabre Sqdn. (2)</i>	<i>Total Regt.</i>
Officers ..	4	3	6*	24	4	2	3	6	21
Warrant officers ..		7	1	10	3	4	..	1	9
Staff-sergeants and sergeants ..		13	6	31	2	10	4	6	28
Trumpeters ..		..	2	6	..	..	..	2	4
Rank and file ..	151	118		503	9	86	54	134	417
Horses ..	..	88	104	398	8	17	6	123	277†
Vickers Guns ..		4	..	4	..	..	8	..	8
Hotchkiss Guns ..		2	4	14	..	2	..	..	2
Wagons L.G.S. ..		3	..	3	..	..	..	..	..†
„ G.S. ..		1	1	4	..	..	..	..	..†
Travelling kitchen..		2	..	2	..	..	..	..	..
Bicycles ..		9	1	12	..	4	..	..	4
Carts O.M. ..		1	1	4	..	..	..	..	..
Light lorries and six-wheelers ..		..	..	..	..	8	6	..	14
Motor cycles ..		..	..	..	..	2	1	..	3
Motor cycle com- binations ..		..	..	..	..	2	1	..	3

The net decrease in a regiment therefore is :

Officers ..	..	..	3
Warrant officer ..	..	..	1
Staff sergeant & sergeants			3
Trumpeters ..	..	..	2
Rank and file ..	..	..	86
Horses ..	..	..	†121

} 92 other ranks.

* Seventeen only for the three squadrons.

† Eight draught horses, three G.S. wagons and three L.G.S. wagons in addition are allowed temporarily in non-brigaded regiments pending the provision of motor transport.

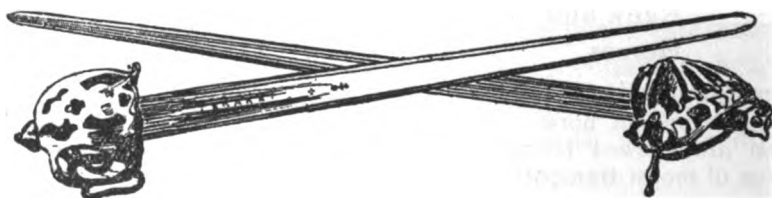
During 1927 the total reductions in the cavalry will amount to :

(i) <i>Cavalry Depot</i>					
Officers	..	..	..	..	11
Other ranks	..	..	..	..	190
Horses	..	..	..	..	41
(ii) <i>Regiments at Home and on the Rhine</i>					
Officers	..	12	Regiments at	3 each	.. 36
Other ranks	..	12	„	92	„ .. 1,104
Horses	..	6	„	121	„ .. 726
Horses	..	6	„	113	„ .. 678
Grand Total—Officers					.. 47
Other ranks					.. 1,294
Horses					.. 1,445

The Secretary of State for War stated in Parliament that these reductions would make a saving in 1927 of £93,000 rising in a full year to £237,000, but against this, provision has to be made for the mechanization programme.

As a result of this decrease, there will be a surplus of officers and other ranks who will be gradually absorbed, but already a number of men serving in Hussar regiments have been offered voluntary transfer to the reserve.

As stated in the opening paragraph, these reductions and alterations in peace establishments are at present inapplicable to regiments in Egypt and in India. It is not known whether it is the intention to reorganize these regiments on the new basis. If not, a regiment proceeding from home to an overseas station will have to organize a third sabre squadron and revert to pack and draught transport.





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WHERE CAVALRY STANDS TO-DAY

By MAJOR H. V. S. CHARRINGTON, M.C., 12th Royal Lancers

Part III.—CONCLUSION

THE preceding articles of this series consisted of a brief review of the part the cavalry arm has played in warfare from the earliest times up to the present day. It has been shown that throughout the ages the main problem of military organization has been to create an efficient fighting force in which the essential factors of mobility and stability have been so correctly balanced that it can both deliver a decisive blow and ward off any assaults by its opponent.

The composition of such a land force, with which air and sea forces will usually be co-operating, is at the present moment a particularly difficult problem owing to the great scientific developments of recent years in methods of making war. We know that portions of this force must be more mobile than the rest, for history has shown us that no force has ever won a decisive success without containing a considerable proportion of mobile troops, and, in the rise and decline of the value of the armoured knight on the battlefield, we have seen the danger of attempting to combine mobility and stability in the same arm.

The object of this series of articles is to try and decide whether cavalry still holds its former essential position among these mobile portions, but, before attempting to do so, it is necessary first to come to a definite conclusion as to what will in future be the constitution of the main or stable portions of the force. If these main portions are to be completely mechanized and capable of moving a hundred miles or more in a day, only swifter moving machines can serve as their mobile troops and there is no place for cavalry. There are

however, grave disadvantages to relying on a completely mechanized force—the first and most serious one being the extent to which its operations will always be limited by the nature of the country.

Mechanical vehicles now possess great powers of getting across country, but their movements, particularly by night, will always be far more restricted than those of either mounted troops or infantry in highly-developed areas full of railways, canals, buildings, enclosures, etc., while rivers, swamps and thickly wooded and mountainous regions limit their progress to a very serious degree. Adverse weather conditions will, in addition, frequently render otherwise favourable ground temporarily impassable by mechanical vehicles. These difficult natures of country occur to a considerable extent in Western Europe and to a far greater degree in other parts of the world. The possibility of war in Western Europe is being steadily diminished by the growing influence of the League of Nations, and by the various international agreements of the last few years, while the growing menace of Bolshevism and the new mandatory and other overseas commitments of most of the Great Powers is tending to transfer the most likely theatres of hostilities anywhere except on the Western Front. The possibility of warfare in Western Europe must, for many years to come, remain the first consideration, but even there, a power which relied upon an entirely mechanized force would find itself at a grave disadvantage if called upon to fight an opponent who, besides making the most of all natural tank obstacles, employed every known anti-tank device to limit the progress of the mechanized force, and also possessed troops capable of operating wherever man or horse can go. In other parts of the world the completely mechanized force would have still greater limitations. Recent operations in Morocco, in Syria and in the Riff have convincingly demonstrated that neither mechanical vehicles nor aircraft, whether acting alone or in combination, can deal satisfactorily with a cunning enemy in difficult terrain. Nor are these arms suitable by themselves for the normal police duties of overseas garrisons for which

a disciplined soldier either on foot or on a horse is essential. Neither tanks nor aeroplanes could by themselves have held the Hankow or Shanghai concessions without bloodshed as infantry and marines have recently done in the troubles in China. Mechanical vehicles also throw an exceptional moral and physical strain on their personnel, and movements by night with wearied drivers, such as were required in 1914, will present an almost insoluble problem to a completely mechanized force. Another objection to such a force is the difficulty of rapidly transferring mechanized units by sea owing to the difficulties of loading and unloading them, and the special fitment of ships entailed; while the landing of a completely mechanized force against any form of opposition will be an even more hazardous operation than it now is with well-trained infantry.

A completely mechanized detachment of tanks, artillery, machine guns, signals, etc., such as the British Army is now proceeding to experiment with, has great possibilities in suitable country, and mechanization should certainly be extended to all existing types of horse-drawn transport, but owing to their limitations in the power of getting across country mechanical fighting vehicles can never be more than essential additions to troops which are not so restricted in their movements, and can never replace them. It is essential to retain infantry and to so organize and equip it that only the temporary substitution of pack animals or carriers for its mechanized 1st Line Transport is required to enable it to fight its way through regions where only a man or animal can go.

We may expect, therefore, to see the bulk of the land forces of the leading European nations composed of infantry for many years to come, for this is the only stable arm which can operate in almost any nature of country, at any hour and in any weather, and which has the additional advantage of being a particularly suitable one for any country with overseas commitments.

With the bulk of the main force consisting of infantry, its progress will not be so rapid as to preclude the possibility

of cavalry being employed as its mobile troops, provided this arm is still the most suitable one for the purpose. The peculiar conditions of trench warfare which prevailed for so long on the main battle fronts in the Great War, and gave so little scope for the effective employment of cavalry, have caused the value of this arm in the opening and closing stages of the war on the Western Front, and its great successes in other theatres of war, to be overlooked by many. Further, the development of protected mobility in the form of the tank and the possibilities of intensive gas and air operations in the future have given rise to considerable doubt as to whether cavalry is still a suitable arm for modern warfare. We are told by authorities whose opinions merit the highest consideration, that armoured cars and light tanks co-operating with aircraft are the most suitable form of mobile troops for the future, and that the slower-moving cavalry arm is an obsolete one, and should either disappear or substitute mechanical vehicles for horses. A careful investigation of the duties required of mobile troops, however, makes it clear that the same limitations which render a completely mechanized force so unsuitable apply still more forcibly when considering the possibility of employing mechanical vehicles as the only form of mobile troops. These duties may be summarized as gaining information for the main force, screening its movements, protecting it against surprise, confirming its successes, covering its retirements and acting as a mobile reserve. For long distance or strategical reconnaissance aircraft and armoured cars have already replaced cavalry to a very great extent, for they can go further and bring information back quicker, but for tactical or close reconnaissance mounted troops are the only mobile arm which can be relied upon to operate in almost any nature of country at any hour and in any weather, to search ground thoroughly, question inhabitants, take prisoners and examine documents. Cavalry is, therefore, still an essential arm for reconnaissance but will, in future, require the co-operation of armoured cars and aircraft, each arm having its own particular sphere of action.

Besides this duty of reconnaissance, mobile troops are required to seize and hold positions, to facilitate the progress of the main force, to protect its flank or threaten that of the enemy, to carry out an effective pursuit, to cover a retirement and to form a reserve of fire-power which can be rapidly moved to any point where it is required. They may also in future be wanted in countries where mechanical vehicles can operate, to serve either as a screen to the preliminary movements of a mechanized detachment or as a connecting link between such a detachment and the infantry on which it will usually pivot, just as in Alexander's model army a force of hypaspists (lightly-armed infantry) formed the hinge between his stable phalanx of infantry and his mobile arms of heavy cavalry for the assault and light cavalry for reconnaissance and pursuit. In the performance of these duties mobile troops will often be required to carry out assaults, in which respect we have already seen that cavalry, when acting against a well-armed and disciplined enemy, has distinct limitations, and mechanized armoured vehicles in areas where they can operate are superior, but although more effective arms of assault, mechanical vehicles can only be valuable additions to, and never substitutes for cavalry as mobile troops. For protection, infantry require an instrument of superior mobility to employ as scout and messenger, and for such a rôle the machine is distinctly inferior to the mounted man, owing to its limited powers of crossing country, particularly at night, its noise, conspicuousness and limited vision. For independent operations in difficult natures of country, only well-trained well-armed cavalry can be relied upon to operate successfully in such regions as the forests of the Ardennes, the marshes of Poland and Western Russia, and the mountains of Palestine and Transjordan. Cavalry is also an arm which is particularly suitable for most overseas garrisons, and for the British nation it has the additional advantage of being an arm which can be raised in large numbers in many of its Dominions, should any national crisis necessitate it. We may expect, therefore, to see the mobile troops of those Great Powers, in which the

considered opinion of the military authorities has not been overruled by civilian interference, composed for many years to come mainly of mounted troops, but assisted by aircraft and mechanical vehicles.

It now remains to consider whether the existing systems of organizing and employing this essential cavalry arm are those best suited to the conditions under which it will in future have to fight. Employment must be considered first, as it is fruitless to discuss whether the organization and equipment of an arm is suitable before knowing how it is proposed to employ it.

THE OUTSTANDING LESSONS OF THE GREAT WAR ARE THE VALUE OF MOUNTED TROOPS ACTING IN SMALL DETACHMENTS IN CLOSE CO-OPERATION WITH INFANTRY, AND THE LIMITATIONS OF LARGE FORMATIONS OF CAVALRY WHEN ACTING INDEPENDENTLY.

The absolute necessity of providing infantry with a considerable proportion of mounted troops to act in the closest possible co-operation with it has been convincingly, if sometimes painfully, demonstrated, not only in the Great War, but in nearly all manœuvres since. Without cavalry to act as its scouts and messengers the progress of infantry is unduly slow and wearying, for it can neither rapidly find its enemy nor accurately determine the flanks of any opposition it encounters, and so is committed usually to a frontal attack based on very sketchy information. Without mounted men to search the surrounding country infantry is hampered at every step by the fear of surprise, and despite all modern improvements in methods of communication, finds the trained mounted man still the only certain means of maintaining constant touch with neighbouring formations and with its own protective detachments. Infantry also requires small detachments of mounted troops close at hand throughout the actual battle to act as mobile reserves, to exploit any local success that may be gained, and to find patrols to keep touch with the situation once the battle has been joined, such patrols, as was demonstrated in the Great War, being one of the most certain means of answering this difficult problem, even on a trench

warfare battlefield. This need for mounted men to work in close co-operation with infantry has been well realized in the French Army where not only has a cavalry regiment of four squadrons with armoured cars and cyclists been allotted to each corps of infantry, but in addition each infantry regiment of three battalions is to have its own special troop of twenty-seven mounted scouts, and any detached battalion will always take its due proportion of these scouts with it.

Our own experience based on that of the Great War and various manœuvres since, has proved that the pre-war allotment of one squadron to an infantry division is insufficient. An infantry division, moving forwards towards an enemy requires, besides the usual long and medium distance reconnaissances by aircraft, armoured cars and mounted officer's patrols, a screen of mounted scouts backed up by patrols working in close co-operation with the slower-moving protective detachments of infantry. It also wants trained mounted men with divisional, brigade and battalion headquarters to carry out liaison, and any other special patrols required, and to act as messengers and scouts in emergencies. Signal despatch riders are neither trained nor intended for these duties. One squadron can never provide enough men for all these requirements. An infantry division will seldom be advancing on a front of less than five miles, and its frontage will often be far greater, and in addition, one or even both flanks may be exposed and require special detachments of mounted troops. Further, the duties of these mounted troops are extremely arduous and unless sufficient numbers are available to permit of occasional reliefs, they soon become exhausted. The minimum proportion of mounted troops to infantry that should be allotted to ensure a satisfactory and continuous system of co-operation between the two arms is that of one cavalry regiment to each infantry division. When infantry are organized and employed in corps, it may be of advantage to give these divisional cavalry regiments a brigade commander and staff, to control them as a brigade when so required for some special operation, and to supervise their training, represent their interests at corps headquarters,

arrange reliefs, etc., but as far as possible the same regiment should always work with the same division.

The employment of large formations of cavalry, such as divisions or corps for independent operations, should depend in future on the nature of the opposition. The Great War showed us the possibilities still open to such formations against an inferior opponent, but it also disclosed their limitations against a well-armed and disciplined enemy owing to their limited powers of assault. Unless considerably reinforced by extra artillery, tanks, machine guns, and cyclists or mechanically-carried infantry, cavalry assaults are very weak, for against such an opponent they nearly always have to be made dismounted, usually with insufficient supporting fire, and nearly one-third of the effective bayonet strength left behind with the led horses. Even when such reinforcements can be spared from the main force which is to strike the decisive blow, which will seldom be likely, they will only add to the susceptibility of these large formations to attacks by hostile aircraft, a danger which in future will be such a serious one as possibly to necessitate them only being moved at night or else so dispersed and concealed that effective control becomes impossible. The liability to attack by hostile aircraft is one to which large formations of cavalry are peculiarly susceptible, but from which this arm will be entirely relieved if employed in small detachments, such as the task of close co-operation with infantry will always entail. It is suggested, therefore, that for British cavalry on the Home Establishment any organization which is framed to meet the requirements of an expeditionary force for warfare against an opponent of equal or superior armament should be based primarily on meeting the essential needs of the infantry for close co-operation, mounted troops. After allotting a cavalry regiment to each division or a brigade to each corps for this purpose, the remaining regiments should be organized in brigades, any larger formation being unsuitable for European warfare. These brigades will be invaluable to any C.-in-C. for such tasks as protecting a flank, screening some particular movement, seizing some piece of ground (for

which task they will require reinforcing if serious opposition is likely to be encountered), acting as a mobile reserve, or linking up with any mechanical detachment which may be operating wide of the main force. Such brigades will also be most useful formations for sending to overseas garrisons in case of trouble. These brigades should be given additional fire-power, possibly in the form of extra machine guns carried in mechanical vehicles, and will require at least one battery of artillery with a more efficient weapon than the present horse-drawn 13-pounder.

As regards training, the cavalry allotted to work in close co-operation with the infantry must live and train regularly in peace with them to ensure not only that personal contact between officers and men of the two arms which means so much in war, but also a knowledge of one another's methods of fighting and organization—a knowledge which is far from being complete under our existing system of training.

As regards organization and equipment the proposed abolition of Hotchkiss Guns with their attendant pack horses will be a distinct advantage to troops such as divisional cavalry, whose duties will occasionally entail every available man being employed as a scout or messenger. For other cavalry, the withdrawal of the automatic weapon each troop now possesses may be found a serious disadvantage when on the defensive, and if an efficient automatic rifle can be designed which requires no pack horse, can be carried by one man, and takes the same ammunition and charging clips as the remainder of the troops, the inclusion of at least one such weapon per troop should again be considered. The proposed mechanization of the 1st Line Transport of cavalry regiments will also be a great improvement. Mechanical vehicles will be a far more efficient means of carrying the regimental machine guns and ammunition than the horse-drawn limbers which at present do so, but in addition an establishment of pack animals for some proportion of these weapons may be found essential. With the present efficient pack equipment these guns can now closely accompany the mounted troopers wherever they go,

but for economic running, mechanical vehicles should move by different routes and at a different speed to mounted troops, and even when this is not done it is doubtful whether machine guns can ever be brought into action with cavalry from such vehicles as rapidly and efficiently as from pack horses. Even when the country is favourable to their movements, machines will always have to move at a certain distance from the troops they are accompanying, and in many parts of the world will be unable to keep near them at all. The important cavalry operations in Transjordan in the spring of 1918 could probably never have been carried out by cavalry without some machine guns on pack horses, and any squadron or regimental commander with war experience will be able to recall occasions where only machine guns carried on pack horses could have provided the efficient support he actually got.

One of the most valuable characteristics of a cavalry regiment is its power of being able to travel wherever a horse can go, taking its essential fighting equipment with it. An extra squadron of machine guns carried in mechanical vehicles would be an invaluable addition to the fire-power of a cavalry brigade, for such guns are never required at the same short notice as are the guns belonging to a regiment, but without pack horses and pack equipment for at any rate a proportion of these latter weapons, the fighting value of the arm may be seriously diminished. The suggested organization of cavalry regiments into two sabre squadrons and a machine gun squadron has undoubtedly been made in the interests of economy, for there are distinct disadvantages to such an organization in war. When working as a regiment, two squadrons nearly always have to be committed against any form of serious opposition, and such an organization deprives the regimental commander of the possibility of bringing any action to a successful conclusion by the employment of a third squadron, and will compel him to limit the actions of his two squadrons by keeping back portions of them as a regimental reserve.

Regarding equipment, the weight of over twenty stone now carried by the troop horse is certainly too high, and everything

possible must be done to reduce it, but even with such a load, the cavalryman is not practically immobile, as some would now have us believe, for the magnificent performances of the cavalry in September, 1918, were carried out with equally heavy weights on the horses' backs.

The mechanization of 1st Line Transport will enable nearly two stone of non-essential fighting equipment to be taken off the horse and carried in mechanical vehicles, but only equipment not immediately required for purposes of fighting must be removed, such as wallets, blankets, greatcoats, etc. Essential fighting equipment, such as rifle and ammunition, sword or lance, iron ration, small feed, etc., must remain on the horse and man, otherwise the cavalry trooper will become like the mounted knight and often have to wait to go into action till his retainers come up with his fighting equipment. More weight could also be reduced if a satisfactory light carbine or rifle could be designed which could be carried slung over the man's back, and so save valuable time now lost in mounting and dismounting, and remove the existing danger of a casualty to a horse either damaging the rifle as now carried, or making it very difficult to extricate. Any pattern of rifle issued to cavalry must be able to have a bayonet fitted to it with which a limited amount of peace time training should be carried out, for cavalry, whether operating in large or small detachments, will frequently be called upon to carry out dismounted assaults in future, and without bayonets these are very half-hearted affairs.

With regard to the sword or lance, the French doctrine that "cavalry manœuvres on horseback and fights on foot" has been forced upon them by the impossibility of turning a short service conscript into anything more than a mounted infantryman in the one year's training available. It would be a mistake to diminish the value of a long service cavalryman who can be trained to fight equally well either mounted or dismounted, by not providing him with a steel weapon which he can use when opportunity offers. Mounted action, as exemplified in the Great War, is still occasionally possible by individuals or

small bodies given surprise and a short distance to cover and by larger bodies against an inferior opponent or one already disorganized and demoralized by the action of other arms. Scouts and patrols must be trained not to gallop blindly into ambushes as the French cavalry so often did in 1914, but to go straight for their enemy mounted whenever they have a reasonable chance of closing with him. By so doing they will quickly establish a moral superiority such as the British had over the German cavalry in 1914. The results of the opening stages of a campaign are usually of incalculable importance, and it is in the opening stages between the opposing covering troops that cavalry, trained to ride home with a steel weapon, will have an immense advantage, while for pursuit or operations against an inferior opponent the mere possession of such a weapon has a great moral effect.

To sum up: Aircraft and armoured fighting vehicles will in future reign supreme over the open spaces of the world which were once such a favourable battle ground for cavalry, but for clearing an enemy out of thickly-wooded and mountainous districts and other regions unfavourable to the passage of mechanical vehicles, other arms will still be essential. So long as we maintain infantry as we know it now, which can both march and fight on its feet (and may the day be long distant when we are rash enough to dispense with it), so long must cavalry exist to co-operate closely with it, and it is primarily to fill this role that mounted troops should now be organized, trained and equipped.



*A UNIQUE ACHIEVEMENT BY CAVALRY
AND HORSE ARTILLERY*

By O. J. F. F.

CLIMATIC conditions have always exercised an influence—and at times a very great influence—on the course of military operations. Heat, cold, fog, rain, mirage, etc., have formed most important factors in campaigns, not only from the fighting but also from the administrative standpoint. The mist undoubtedly aided Ludendorf in his great thrust on 21st March, 1917 (although he states it hindered him). Rain with mud trailing in its wake impeded the operations in Flanders, whilst the great heat of Mesopotamia forced both the British and the Turks to desist from serious operations during the summer months. The rigour of the 1812 winter was largely responsible for the enormous casualties suffered by Napoleon's army during the retreat from Moscow.

Winter conditions, however, are a double-edged weapon. Rain and snow certainly impede movement but, on the other hand, frost may increase mobility by forming ice-bridges over rivers and lakes and by hardening the surface of the land.

For a very good example of the effect of frost on military operations, we may examine two exploits of the campaign of 1795 in Holland. During the summer months the French cavalry was almost immobile owing to the large number of canals and dykes that intersect the country. On the advent of winter and frost, the conditions were entirely changed and the cavalry operated with freedom. Thus the French troops advanced across the frozen Lake Biesbos and captured the Dutch arsenal at Dordrecht.

Again, owing to the heavy frost in January, 1795, fourteen Dutch men-of-war were held fast in the ice off the Texel. The French Commander-in-Chief, Pichegru, determined to capture this fleet without delay, lest it should sail for England, immediately a thaw set in. With this object General Devoynter, with 120 men of the 3rd Hussars, two sections of Horse Artillery and the 3rd Battalion Chasseurs-Tirailleurs, was despatched through North Holland. As the dykes were covered with thick ice, there was no hindrance to mobility. On arrival at the Zuyder Zee the horses' hoofs were covered with sacking and thus the cavalry force crossed over the ice in safety. The Dutch fleet was surrounded and, being taken unawares, surrendered without resistance.

The French Cavalry thus bears the remarkable and singular distinction of having captured a fleet of warships *on the sea*.

[Ed.—Perhaps some of our readers might care to apply the lesson of the above exploit and to consider “by what means” cavalry could capture aeroplanes *in the air* !]



POLO IN SOUTH AFRICA

By CAPTAIN R. D. S. GWATKIN, M.B.E., *South African Field Artillery*

THE saying that "Trade Follows the Flag" might be just as truthful if the word "Sport" took the place of "Trade." Wherever two or three Britishers are gathered together, there will a ball be kicked or knocked about in some manner, and wherever a British mounted unit is or has been stationed, there will the ball be followed on horseback. This holds good in South Africa less perhaps than in any other part of the Empire, as, although cavalry and other mounted units have been stationed at one time or another during the last century in most parts of what is now known as the Union of South Africa, polo has only gained a firm footing in one province.

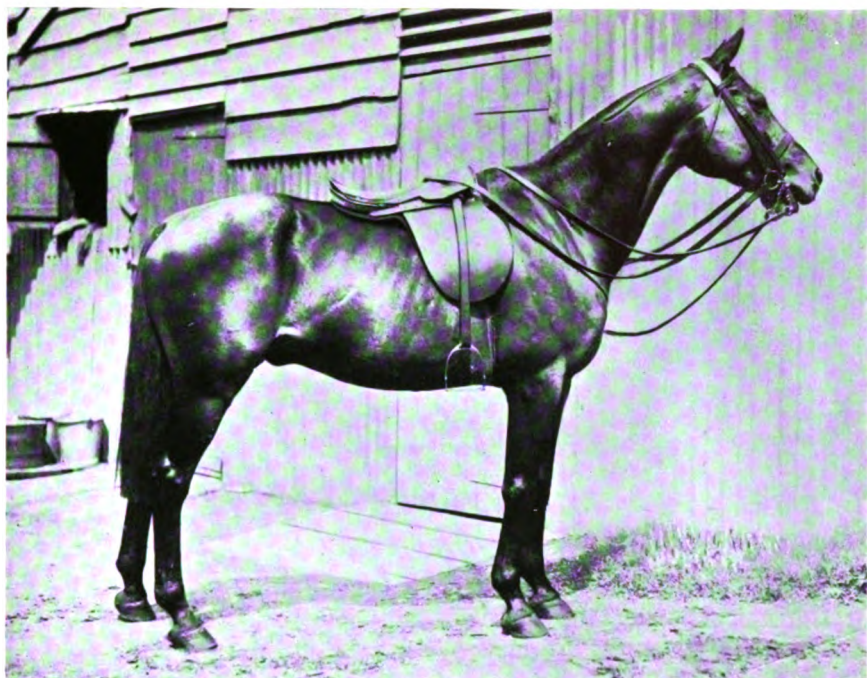
In the Cape Province, although it possesses ideal conditions, not a single club is registered and I do not know of a single centre where the game is played. The same holds good in the Transvaal. This statement should, however, be modified, as the game was played until last year at Roberts' Heights by the officers of the Permanent Force Artillery and Mounted Riflemen, but on the disbandment of the latter early in 1926, the club, through lack of support, had to discontinue play.

During the period that the Garrison Club was in existence, no support was given to it by the inhabitants of Pretoria. However, early this year a very enthusiastic attempt has been made to revive the game at the Administrative Capital, and there is now every chance of a flourishing club being formed. This may revive the very dormant, and one might say,

moribund condition of any form of mounted sport in the Transvaal. It might be of interest to the survivors of the old Imperial Garrison to know that, at the Heights, polo was played on the old ground south of the R.F.A. lines. This ground, however, was spoiled to some extent by the military railway which now enters the Heights from Quagga Poort, the old line from Lyttleton Junction having been removed and re-layed to help Botha's advance into German South West Africa from Uppington. The new ground is to be on the Pretoria Race Course, which alas, through lack of support, has ceased to function as such.

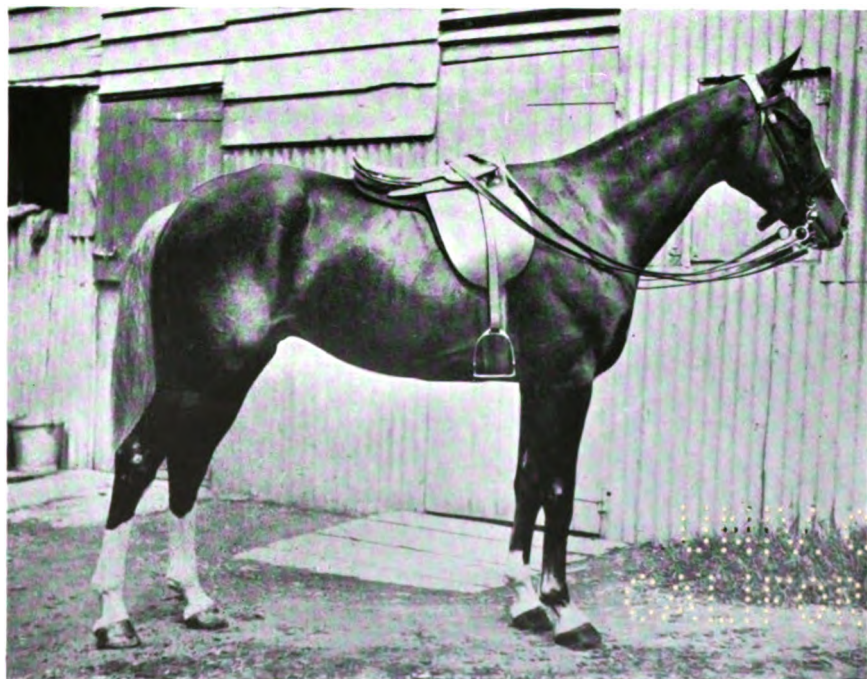
In the Free State, only two clubs are registered, Harrismith and Wepener. The former was an old Imperial centre and the latter's only other claim to fame is in connection with its gallant defence by the Colonial Division during the South African War. No doubt polo owes its existence there to its proximity to Maseru, where there is a flourishing Club.

With only the above few and isolated clubs, the game would never have risen above the standard of station polo, but Natal is the bright spot and there, not only does the interest in the game show no signs of diminishing but rather it seems to become more and more popular each year, and one hears (healthy sign) of young farmers selling their beloved motor bikes to purchase ponies. In Natal and the adjoining district of East Griqualand, which although technically belonging to the Cape, is politically and geographically part of Natal, there are nineteen clubs firmly established. and upwards of two hundred and fifty players are registered and approximately the same number of ponies. Tournaments in which most of the clubs take part are of frequent occurrence during the season at all the chief centres. The most important of these is the Championship Tournament for the Beresford Cup, which trophy was presented by Captain the Hon. Beresford, 7th Hussars, to the Rand Polo Club (now as extinct as the Dodo). This tournament is played at Pietermaritzburg, and was first held in 1899, when the 5th Lancers beat the 18th Hussars. Owing to the South African War, no further tournaments took place



"NUTTY"

The property of S. T. Amos, Esq.



"RUFUS"

The property of S. T. Amos, Esq.

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until 1906, when the 5th Dragoons beat the Pretoria Polo Club. The following year the 4th Hussars beat the Queen's Bays; in 1908 and 1909 the 9th Lancers beat the 4th Hussars, while The Carabineers were the holders for the next two years. Since then, the Cup has been held for five years by Cotswold "A" and once by Karkloof "A". Altogether eight tournaments are held during the season.

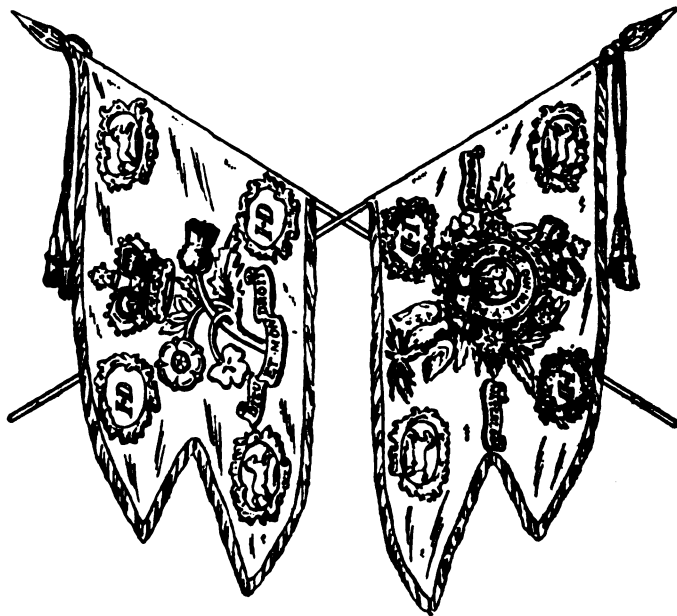
The majority of the grounds are earth, but Durban and Maritzburg are laying grass, and no doubt their example will be followed by the other Clubs in due course. Naturally the earth grounds are much faster but the dust nuisance is a real one, both for man and beast, and, even more so from the point of view of the spectators.

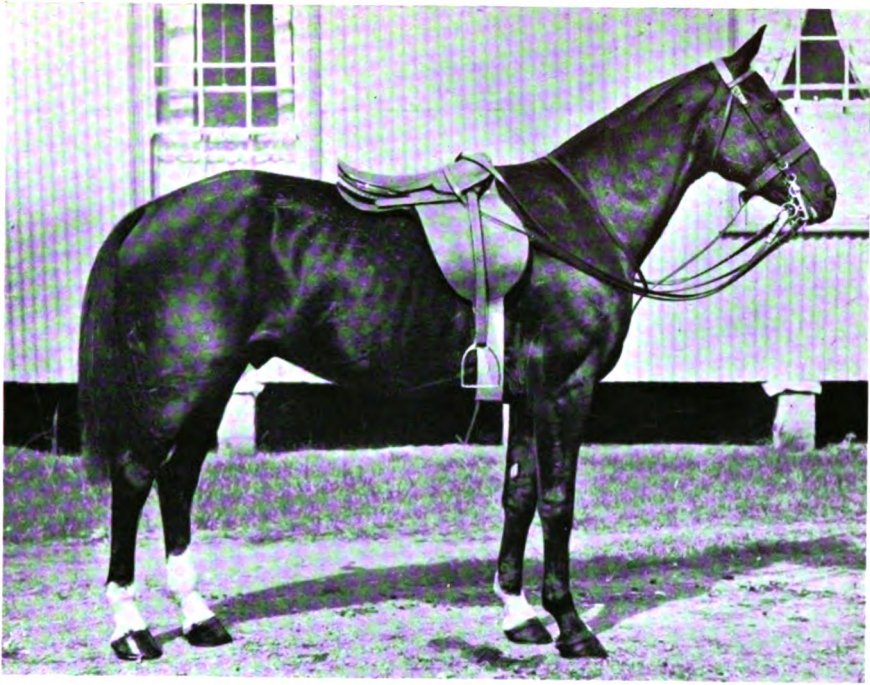
That the game is not more popular is hard to understand, as at no time in South Africa, and probably in no other British Dominion, can ponies be purchased so cheaply. Many of these are seven/eight and full blooded. These are in no demand except for racing, and I have seen blood ponies, either just too slow or just over racing height, as sound as a bell, going begging for a tenner or less at the weekly sales of bloodstock in Johannesburg. Such purchases may be made frequently and are not isolated cases. Of course, one cannot guarantee that they will make into first class ponies, but the South African horse is an adaptable animal, and is not at all difficult to train.

In the country, anyone who has a good eye for a pony can, with the advantage of getting it on trial, often pick up a real good pony at a price little more than that quoted above. I think there would be a good opening for a retired officer, who knows the game and who has served in India, and who is not dependent on it for a living, to make ponies and export them to India. At least, he would get all the polo he wanted very cheaply, and should be able to pay for his sport.

At most centres the average cost of feeding would not exceed one shilling and sixpence per diem per pony. Quite good stableboys, who are good grooms and very attached to their charges, may be obtained at £3 per month, and each boy could manage two or three ponies.

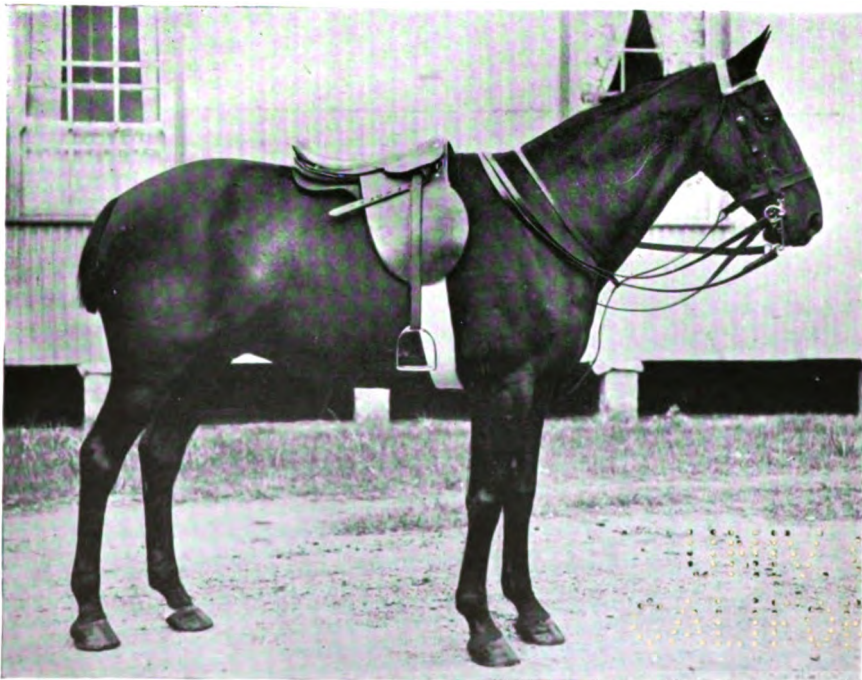
The four ponies, whose photographs I am attaching to this article, were those selected for the use of H.R.H. the Prince of Wales during his recent tour of South Africa. "Nutty" and "Rufus" are the property of S. T. Amos, Esq., one of the leading players of the Durban Club; "Gunner" belongs to E. H. Greene, Esq., and "Rex" to A. G. MacKenzie, Esq., who are both prominent members of the same club. These ponies are good specimens of the best class of the South African polo pony.





"GUNNER"

The property of E. H. Greene, Esq.



"REX"

The property of A. G. MacKenzie, Esq.

SMALL TANKS AND CAVALRY

By MAJOR G. LE Q. MARTEL, D.S.O., M.C., R.E.

DURING the past year considerable interest has centred on the construction of small cheap fighting tanks. The general idea has been to make these tanks almost entirely from commercial motor components. In this way the cost of the tank can be very largely reduced and it also opens up the possibility of constructing such tanks very rapidly and in large numbers in the event of war. Although the Vickers tank is much smaller than the types used in the Great War, it is still a comparatively heavy vehicle necessitating the use of a more powerful engine and transmission than is commonly found in commercial use. This has the effect of making it a very expensive machine, and seriously reduces our chances of having a large number of such tanks in peace time to assist us in training and to be ready for use in the early stages of a war. The small tanks which have now been officially designated tankettes, are at present of two types. The first type to appear as an armoured fighting machine, was the Morris, and later another type known as the Carden-Lloyd was produced. The latter started as a very light machine that could hardly be considered seriously as a fighting machine at all, but it has lately been improved considerably, and now possesses many good points compared with the Morris. Both types were made as one-man or as two-man tankettes. From a cavalry point of view there would be many advantages in the one-man type. A cavalryman is used to doing two things at the same time, i.e., riding and fighting or scouting, and the one-man tank is slightly lighter, handier and more adaptable to scouting through woods than the two-man tank. There would be no particular difficulty in

teaching a man to drive and fight a one-man tankette, but general opinion is entirely in favour of the two-man type, and the remainder of this article will refer to two-man tankettes except where otherwise stated.

Both the Morris and the Carden are in a very early stage of development and still have many small mechanical troubles, but as a result of this experimental work there is no doubt that in time we could develop a really reliable tankette that would fill the following brief specification :—

Crew	..	..	Two men.
Armament	..	..	One machine gun.
Armour	..	..	Proof against S.A.A. at any range.
Speed	..	..	Thirty miles an hour on roads. Fifteen miles an hour on tracks.
Transmission	..	..	Wheels for approach march ; tracks in action.
Circuit of action	..	..	100 miles.
Weight	..	..	About two tons.

The tank to be capable of climbing very steep banks and cross any natural road ditches and a clear span 4 feet wide. The tank to be narrow and easy to handle so that it can pass along narrow tracks and negotiate woods by passing between the trees. The cost in production should not exceed £500. The tank to be reliable and cheap to maintain and one of these tanks with the crew of two men to be provided and maintained at the same cost as three cavalrymen.

An obvious criticism at this stage is that we have produced a machine without knowing how we propose to employ it. The answer is that until these small machines were produced, we did not know that they could be made, and in point of fact the mechanical development of a new type of machine and the proposals for its tactical employment must go hand in hand; neither can precede the other. We have now, however, reached a stage where we need to get clear ideas as to the general proposals for the employment of the tankettes. My own views are that we should produce a picture of what the position might be in, say, fifteen years if we made large

numbers of these small machines, and that the picture might show us tankettes taking the place of infantry in the assault, and a complete change in the organization of our regular army from being a very small edition of a continental army as it is at present, to a highly trained mobile mechanized force, capable of decisive action against superior numbers. These views have already appeared in other journals, and a possible solution given for the more obvious difficulties, such as meeting our foreign commitments. Such views will, however, probably be relegated to the future, but we can in the meantime consider the employment of a large number of tankettes in a manner to which much thought has been given recently, i.e., to the use of an independent mechanized force. A force of this nature has been employed on many staff tours this year, and it becomes clearer every time that the force assumes a cavalry rôle. We do not want to reproduce the mistakes that were made in the past when independent cavalry were so often sent on a mission which kept them away from the battlefield at the time when they were most wanted, but we do want to reproduce the very successful and numerous occasions when cavalry appeared as a surprise and in large numbers on a flank or in rear of the enemy, and their action was decisive and saved the infantry from fighting a pitched battle with heavy casualties. In the opinion of many people cavalry can no longer carry out this rôle against a modern army, but there is no reason why the same cavalrymen should not do so with the assistance of machines instead of horses. We will, therefore, consider briefly the composition of a mechanized force of this nature.

We will first of all assume that we possess a tankette such as we described earlier. The present tankettes will break down and give a sorry display on many occasions this summer because they are early and comparatively untried models. There is at present a very large amount of experimental work in hand in many directions and the tankettes can only get a small share of attention, but if a demand was made and some sound engineers were allowed to concentrate on this

work, there is no doubt that a reliable tankette would be produced without undue delay or expense, and which would fill the specification that has been given, and it is this tankette which the remainder of this article refers to.

The mechanized force will be preceded by armoured cars for long distance reconnaissance. On this point everyone is agreed. It is possible that a future type of tankette with wheel and track transmission may prove more suitable than the present type of armoured car, and this would lead to simplicity by reducing the number of different types of machine in the force, but for the present we will leave the armoured car as the long distance reconnaissance machine. Then for delivering the assault we have the choice between tankettes and light tanks or a combination of the two. But when one begins to consider wide turning movements and the passage over rivers or other obstacles one realises that a tank such as the Vickers tank imposes distinct limitations. To cross a wide deep river it needs a heavy pontoon bridge if existing bridges do not exist and a pontoon park is a cumbersome and vulnerable column to accompany such a movement. With tankettes the problem is much simpler. The tank is needed for the main infantry attack against the defensive position where concentrated fire is required and where the tanks may have to cross trenches and obstacles which would be impassable to tankettes, but for the mechanized force acting in this way, one begins to think that the tankette will be the more serviceable machine. We will, therefore, take the tankette as the tactical basis of the mechanized force.

The object of this force will be to attack the enemy infantry—usually in flank or in rear—or to break up his rearward services and communications so that he cannot fight. To do this the force will need a large amount of small-arm fire. It might be argued that such a force might be countered by an enemy mechanized force and that an armour-piercing weapon should, therefore, be the main weapon of the force. This is not, however, considered a sound argument for the following reason. In any colonial war we would be unlikely to meet

anything serious in the way of a mechanized force, and the large continental armies are placed in a very difficult position if they try to produce a similar force. With our army we can pay for the machines by a comparatively small reduction in the number of men, but in conscript armies the men are practically unpaid and very large reductions would be necessary to provide funds wherewith to buy large numbers of tankettes. Hence the change in their case would be from a large conscript army to a small army assisted by a mechanized force. Now France and Germany are mainly concerned with the defence of a frontier, 300 miles long, and even if the military advisers were agreed, it would be a long time before the civilians would be satisfied with such a change in their army for the defence of the frontier. We will, therefore, assume that the mechanized force will normally be used to attack infantry or communications and rearward services protected by infantry and anti-tank weapons. They will, however, require a means of offence and defence against enemy tanks and armoured machines, and for this purpose they will need some form of light artillery.

This artillery will be the horse artillery of the new mechanized cavalry force, and just as they had a lighter weapon than the field gun in the past, so they will want a lighter weapon than the present field gun on the self-propelled mounting. Something like a three-pounder or a heavy machine gun on a light armoured vehicle would be required and the total weight should be kept down to three tons. This will enable the artillery to accompany the tankettes and cross river obstacles without undue difficulty. Whether a second type of artillery is necessary for assistance in an attack against an infantry position is debatable, but this should be avoided if possible. The mechanized force should use speed and surprise and turning movements to avoid frontal attacks against infantry positions. Moreover, although cavalry or infantry in the attack need artillery support to keep down enemy machine gun fire, the tankettes need only be afraid of enemy anti-tank guns. It is, therefore, reasonable to suppose that a mechanized force using the protected mobile fire power of the tankettes and supported

by light protected and mobile artillery should be able to fill their rôle without encumbering the force by the addition of field guns necessitating a much heavier form of armoured vehicle.

So far we have a simple composition for our mechanized force. Armoured cars ahead, with tankettes supported by light artillery with armour-piercing weapons as the main fighting arm, and full use would, of course, be made of the Air Force. It is often suggested that such a force should be accompanied by infantry moving in bullet-proof tanks; but so long as we keep in mind the rôle that has been suggested for this force, the necessity for additional infantry is not apparent. Protection at rest can be carried out either by tankettes or by the men dismounted from their tankettes in exactly the same way as with cavalry, and they would hold a position for a short time in the same way also. Even if we wanted more men for defensive purposes, the best way would not be the construction of tanks to carry sections of infantry. Although it is more efficient theoretically to construct a large machine to carry a party of men, in practice it is better to carry a few men in several small machines because the engine and component parts for the latter can be obtained cheaply and in large numbers from commerce, whereas for a large machine the engine and transmission has to be specially constructed, and this brings us back to the tankette as the best armoured vehicle both for mounted action and as a means of carrying the men for dismounted action.

A point that now arises is the question of the vulnerability of the column on the march. In enclosed country cavalry columns have to move slowly because they are very vulnerable to a machine-gun ambush and they must, therefore, search the ground as they advance. In our new proposed mechanized cavalry force the tankettes can search the ground, but they could not do so any quicker than cavalry, and if a close reconnaissance is necessary as the force advances the rate of advance will be slow—possibly about five miles an hour. This would be a serious handicap to the force. The enemy is not likely to leave armoured fighting vehicles as anti-tank

weapons in the ambush, but he would certainly leave machine guns on a likely line of advance of a mechanized force, if they could inflict serious casualties. A high speed is essential if the mechanized force is to carry out wide turning movements, and we must therefore be prepared for odd machine guns left in ambush. This rules out any question of carrying infantry in lorries, but we still have the question of the protection of any other troops and transport that must accompany the force. First of all an R.E. unit is needed with the force, mainly for bridging and demolition work. The personnel could travel in special tankettes which might be less strongly armoured and armed and would carry three or four men. Their stores could travel unprotected in trailers. For bridging they could use kapok floats or steel pontoons lined with self-sealing rubber, so that bullets would do very little harm, and for demolitions they could use an explosive such as wet guncotton which will stand unlimited small-arm fire. As regards transport for the force the main items would be petrol and ammunition. In the case of the petrol, tanks lined with self-sealing rubber might again come to our assistance ; in the case of ammunition some thin armour protection would probably be necessary, but ammunition travels in a compact form and does not present the same difficulty in armouring as petrol. Generally speaking, therefore, fighting troops would travel in bullet-proof vehicles and be immune from a machine-gun ambush, whereas the transport must travel unarmoured and the risk of damage from S.A.A. fire must be reduced by the methods suggested above. The enemy would not, therefore, be able to inflict serious casualties to the mechanized force in this way, and when we remember that it would be difficult for him to know where to place his machine guns and that the machine gunners would eventually be killed by the tankettes protecting the transport, it is reasonable to consider that the risk of having unarmoured transport can be accepted. The provision of armoured transport would present the ideal solution, but would necessitate a great increase to the number of vehicles required and to the total cost of the mechanized force.

We can now turn to the consideration of the size of mechanized force which could be provided for the same cost as a cavalry division. For this purpose we must consider both capital outlay and maintenance and we will assume that the vehicles last six years and spread the capital outlay over that time. The figures which are produced may prove to be wrong, but they serve as a guide to give some idea of what could be expected if a mechanized division replaced the cavalry division. First of all we will organize the tankettes in squadrons with forty tankettes per squadron, and a brigade will consist of three regiments and each regiment of three squadrons, so that the normal cavalry organization may be maintained. Then we can organize the artillery tankettes carrying the armour-piercing weapons in one brigade of four batteries, each battery having thirty tankettes. The calculations show that we could have approximately two brigades of cavalry tankettes and one brigade of artillery tankettes and the R.E. unit, and other troops and transport for the cost of one cavalry division. The totals then amount to :—

Two brigades cavalry tankettes .. 720 tankettes.

One brigade artillery tankettes .. 120 tankettes.

As this force could produce 720 mobile protected machine guns backed up by 120 armour-piercing weapons, it would provide a very formidable fighting machine.

Finally, if we believe in the strategical and tactical possibilities of some force of this nature, we shall have to concentrate on the development of machines which will serve this purpose. For the past nine years we have of necessity been groping in the dark and producing machines to see what could be produced, and until this was done we did not know what we wanted to produce. We are now in a position to know what can be made and we should form definite plans for their employment and demand machines to suit this purpose. Unless we do this we shall continue to grope and progress will be exceedingly slow.

FOUR YEARS INSIDE THE GERMAN LINES

THERE have been brought to light during and after the Great War many curious experiences, and many deeds of heroism ; but few of these can have been more worthy of record than the strange tale of the British soldier who spent four years of the war concealed in a wardrobe in a French cottage behind the German lines, and remained there undiscovered and unsuspected by the enemy until released by the victorious advance of the Allies in October, 1918. As the soldier in question belonged to the 11th Hussars, it is thought that the story may be worth re-telling for the benefit of readers of the CAVALRY JOURNAL. What makes it even more curious is the fact that for a part of this period another member of the same regiment was also lying hidden in the same village, though his ultimate fate was unhappily a tragic one.

In the final stages of the battle of Le Cateau the 11th Hussars, who formed part of the 1st Cavalry Brigade, were assisting to cover the retreat of the sorely-tried II. Corps, and in the darkness and the confusion of the fight, Trooper Patrick Fowler and two other men lost touch with their regiment, got cut off, and wandered about for some days behind the enemy front, narrowly escaping capture on more than one occasion. Finally, having lost their horses, they separated and went off in different directions, with the idea of trying to get back to our lines singly. Of Fowler's comrades nothing more was ever heard, but he himself, disguised with an old postman's coat over his uniform, made his way, not without further perils, to the shelter of some woods near Bertry, a small village of about 3,000 inhabitants, situated between Cambrai and Le Cateau, where, fortunately for him, he was found by a party

of woodcutters. Among these was M. Louis Basquin, who took pity on him, hid him in a hay-stack near by, and under cover of night brought him to his own house in the village. This house being, however, too small to conceal the trooper, it was decided that he should go to M. Basquin's mother-in-law, Mme. Belmont-Gobert, who, though she was in poor circumstances, and her house was only a tiny four-roomed cottage, agreed to do her best to hide the fugitive. The hiding-place selected for him was one of those large oak wardrobes, so commonly found in French houses. It was divided into two halves by a partition; on the right-hand side were a number of shelves, while the left half, which could be fastened from the inside, formed a cupboard for hanging clothes. In this left-hand side of the cupboard, a narrow space some $5\frac{1}{2}$ ft. high, $2\frac{1}{2}$ ft. long, and less than 2 ft. wide, Fowler, incredible as it may seem, spent practically the whole of the period from 15th January, 1915 to 10th October, 1918—four years all but three months!

The discomfort of the unfortunate soldier, huddled up in his narrow dark lodging-place, often for days together, and then able to breathe only through a small hole punched in the partition, unable to emerge during the day-time save at the imminent risk of discovery by the enemy, or by strangers who might bear the news to the enemy, may be better imagined than described. Small wonder that his health suffered from this long enforced confinement. But this was not the worst, for during a great part of the time German soldiers were billeted in Mme. Belmont-Gobert's house, and often occupied the very room in which Fowler lay concealed in his cupboard. Hours were spent by him within arm's length of these soldiers, one or more of whom was practically always in the room except at meal times, and a cough or a sneeze must have caused his discovery. Sometimes, too, the house was ransacked for food by German requisitioning parties, who carried out their search in every room—and yet the refugee miraculously escaped detection! Once the untimely curiosity of a dog all but revealed his hiding-place; once the cupboard was actually

searched by the enemy, but by good fortune, Fowler was not in his usual refuge, but under the mattress of a bed, and though the Germans poked about in the mattress with their bayonets, they failed to find him. At another period, news having reached the German commandant that a British soldier was in hiding in Bertry, the search for him became so keen that it was deemed unsafe for him to remain in the house; he was smuggled out, disguised as a woman—with a beard!—to a neighbouring barn, where he lay safe till the immediate peril had passed. Another crisis occurred when in the summer of 1916 Mme. Belmont-Gobert was compelled by the Germans to move into a smaller house, consisting only of one room, with a loft up above, which was constantly occupied by German troops. Yet even here she still managed to keep her soldier in the cupboard, which was moved over to the new house by night with the rest of her furniture, and he remained there for another two years and more, quite unsuspected by the enemy and safe from molestation by them, until at long last in October, 1918, the Germans abandoned the village before the advancing British, and Fowler, recognized on his first walk abroad by an officer of his regiment, was enabled to rejoin the army for whose coming he had waited so long.

If Fowler's plucky and cheerful endurance of his discomforts and dangers arouse our admiration, even more so must the self-sacrifice and steadfast courage of those who sheltered him for all this time. The mere task of supplying him with food was a source of constant anxiety to Mme. Belmont-Gobert, and she and her daughter Angèle, who lived with her in the house all through the period in question, were only able to do so with the unselfish help of those few neighbours who were in the secret. When Fowler became ill from lack of air and exercise, as he did more than once, the village chemist, M. Baudet, and his wife, rendered constant friendly assistance. But the whole responsibility for the care of their charge, with all the fearful penalties they knew to be incurred by his discovery, and the constant daily and nightly anxiety and worry entailed therein, the two heroic women had to bear alone.

Under it all they never flinched, never lost heart, and always remained cheerful and unafraid. Of all the tales of gallant women of France with which the history of that country abounds, few have a finer ring than this one of Mme. and Mlle. Belmont-Gobert.

Not less deserving of admiration, though less fortunate in its ultimate result, was the effort made by another brave family of Bertry, M. and Mme. Gustave Cardon, to save the life of Corporal Hull, also of the 11th Hussars. Hull, having had two horses killed under him at the battle of Le Cateau, had wandered about for many hours and at length collapsed exhausted; in this state he was found by M. Cardon, who procured for him a civilian disguise and brought him back to the village. Here, in M. Cardon's own house, Hull was concealed and nursed back to health. He spent most of his time from then on in a small room under the roof, the entrance to which, a trap-door in the ceiling of a coal-shed, was carefully whitewashed over so as to be unnoticeable. For over a year he lay hidden here, only emerging at night for a brief walk in the garden. Unhappily the secret leaked out in the village, and was betrayed to the Germans, and on the night of 27th September, 1915, a search party arrived, and arrested Hull and also Mme. Cardon, both of whom were carried off for trial. M. Cardon himself, though in the house at the time of the search, managed to break his way out past the Germans, and made his escape to the woods. It was the prelude to three years of terrible suffering and privation; the unfortunate man, unable to find shelter or stay in one place for more than a night or two, hunted all over the country-side, a price on his head, and certain death awaiting him in case of capture, wandered a fugitive in his own land until the termination of hostilities permitted him at long last to return home, his livelihood gone and his health permanently affected. His death in 1925 was undoubtedly to be attributed to the after-effects of his sufferings in these fearful three years.

Meanwhile his plucky wife and the soldier whom he had sheltered, after suffering cruel ill-treatment at German hands,

were haled before a military court, tried, and condemned to death. Hull was shot at daybreak on the 22nd October, but Mme. Cardon's sentence was commuted to one of twenty years' imprisonment with hard labour. Three years of this she actually served, either in occupied territory or in Germany, before the armistice brought her release and re-union with her unhappy husband, from whom she had so long been parted.

It is gratifying to be able to record that a fund started by the *Daily Telegraph*, in the columns of which were first published the adventures of these two British soldiers and of the assistance so nobly given them by the French families who sheltered them, has resulted in the collection of a considerable sum—sufficient at any rate to secure the two brave women against the worst pinch of poverty.

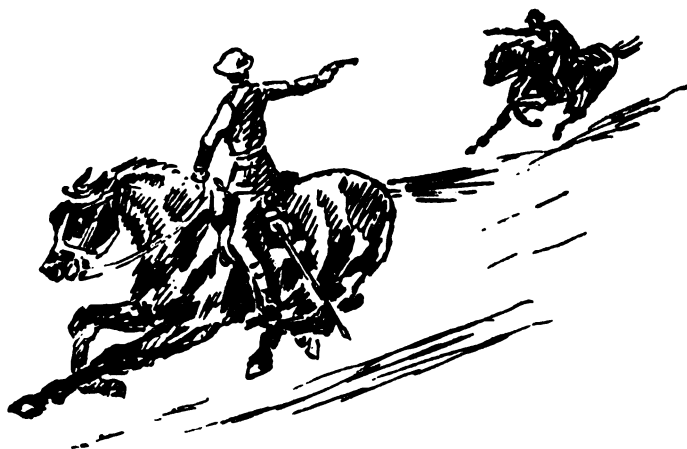
War has its fearful and hateful aspects, but such tales as these show a brighter side—the virtues which dwell in plain and humble folk, and the courage and self-sacrifice which often shine no less brightly among the men and women who stay at home than among those who go out to fight their country's battles.

Since the above account was written, there has taken place at the Mansion House in London an interesting and moving ceremony which has shown the deep and widespread feelings of admiration and gratitude felt by all classes in this country for the services rendered by these heroic Frenchwomen to British soldiers in need. On Friday, 8th April, Mme. Belmont-Gobert, her daughter, Mme. Angèle Lesur, Mme. Louise Cardon and Julie Baudhuin, another woman who sheltered and saved the life of a third British soldier, Private David Cruickshanks of the Cameronians—were officially received by the Lord Mayor and Lady Mayoress of London, and formally presented with the annuities purchased for them from the proceeds of the fund raised by the *Daily Telegraph*. On the platform at the reception was a very distinguished company, and among those who spoke were the Lord Mayor of London, Sir G. Rowland Blades, the French Ambassador, M. de Fleuriau, Lord FitzAlan of Derwent, as the representative of the Old Comrades of

the 11th Hussars, Field-Marshal Sir William Robertson, on behalf of the Army, and Lord Burnham, the proprietor of the *Daily Telegraph*. Later, at the subsequent luncheon in the Long Parlour, the Lady Mayoress extended a welcome to the guests, to which the Mayors of Le Cateau and Bertry responded.

Space does not permit of any account, however brief, of the various speeches, which however all breathed the same note—admiration for the courage and self-sacrifice of the gallant Frenchwomen, gratitude for their devoted services to the British soldiers whom they sheltered at such fearful risk and cost to themselves, and rejoicing that these had been recognized and rewarded by the people of this country, whose hearts had been stirred by the noble story of their deeds. Both the English and the French speakers further gave voice to the hope and belief that this *fête de reconnaissance* would help to render the *entente* between their two countries as firm in peace as it had been in war, and would be an assurance, if such were needed, that, despite economic problems, the friendship, sealed on the field of battle, still remained as strong as ever.

With these sentiments the writer, and all readers of the CAVALRY JOURNAL, will certainly most heartily associate themselves.



Age Group	1980	1985	1990	1995
0-14	20	18	15	10
15-24	15	14	13	12
25-34	12	11	10	9
35-44	10	9	8	7
45-54	8	7	6	5
55-64	6	5	4	3
65-74	10	11	12	20
75+	2	3	4	5



CORPORAL IN REVIEW ORDER, MOUNTED

CEYLON MOUNTED RIFLES

THIS Regiment was raised on 12th July, 1892, by Evelyn Gordon Reeves, a Ceylon planter, who commanded it from then until his retirement on 28th March, 1913, and was first incorporated as a Mounted Company of the Ceylon Light Infantry. The Regiment has always found the majority of its recruits from among the planters of Ceylon.

A contingent was sent in 1900 for service in South Africa during the Boer War, where it acquitted itself honourably, and as a result, the Duke of York in 1901 presented the Corps with the King's Colour.

In 1906 the designation of the Corps was altered from the Ceylon Mounted Infantry to the Ceylon Mounted Rifles, and the Regiment was re-armed with the short Lee-Enfield rifle. Contingents were sent to England for the Jubilee of Her Late Majesty Queen Victoria, and for the Coronation of both His Late Majesty King Edward VII and His Majesty King George V, while the Regiment was inspected in 1907 by H.R.H. The Duke of Connaught.

In 1909, after inspection by the then Inspector-General of the Forces, General Sir John French, the Corps was re-organized on a two squadron basis, which still holds good.

On the outbreak of war in 1914 the Regiment offered its services overseas but was refused on the score of expense. A very large number of its members then proceeded on active service, either independently or in the contingent supplied by the sister Corps, the Ceylon Planters Rifle Corps, and proved just the type of officer required.

After the War, Ceylon like other countries, suffered from post-war apathy, but during the last two years, there has

been a great revival in volunteering, and the Ceylon Mounted Rifles are again in a most flourishing condition. Members mount themselves, and all are well-horsed on English horses, Walers and South African bred horses; a batch of the latter was recently imported and found very satisfactory.

The Regiment is now armed with swords, and the short magazine Lee-Enfield rifle carried in the rifle bucket, when mounted. It is also equipped with a Vickers gun.

Training is carried out by means of detachment drills, and squadron camps at the various troop and squadron centres, in addition to an Annual Regimental Camp at Diyatalawa, which affords an excellent training area for mounted troops.

Apart from the Royal Artillery, R.E. and R.A.S.C. details, there are now no regular troops in Ceylon, so the volunteer units of the Ceylon Defence Force are responsible for the defence of the Island and are called on to furnish guards, escorts, etc., on ceremonial occasions. Thus this Regiment has had the honour of providing escorts at various times to H.R.H. The Prince of Wales, and other distinguished visitors, as well as to every Governor of Ceylon since 1892.

The Ceylon planters are keen on all forms of sport, and the Regiment has recently taken to polo with enthusiasm and won its first polo tournament in Colombo in September, 1926.

The Ceylon Mounted Rifles plays its part in peace-time in encouraging sport and soldiering among exiles from Great Britain in the East, and in providing for the defence of the Colony, while in the event of war, the Regiment affords a recruiting ground for just the type of officer required for the mounted services.



THE CAVALRY ACTION AT JAROSLAWICE,

*21st AUGUST, 1914**

By MAJOR B. VON LAUER

Translated, by permission, from the *Militär Wochenblatt*

THE 4th Austro-Hungarian Cavalry Division was composed of the 18th Cavalry Brigade (9th Dragoons and 13th Uhlans) and the 21st Cavalry Brigade (15th Dragoons and 1st Uhlans) with the 11th Horse Artillery Division, and contained in all 24 squadrons, 12 guns and 18 machine guns; and from the 1st to the 20th August it had been stationed about the frontier east of Lemberg between Brody and Zloczow, engaged in covering and reconnaissance duties. On the evening of the 20th the Division had been withdrawn for the night to the village of Nuszcze, the two infantry battalions of the 35th Landwehr Regiment being pushed forward in its place to Perepelniki and Harbuzow, with one battery and one squadron detached to Radziwilow. During the course of the evening orders were received to effect a junction next day with the 8th Cavalry Division at Tarnopol, and with a force of all arms from the 11th Infantry Division at Brzezany, and then, combined, to make an attack upon the strong Russian cavalry body about Zalosze, or at least endeavour to prevent it from interfering with the Tarnopol-Zloczow railway line.

The 4th Cavalry Division moved off accordingly and by 4 a.m. on the 21st was occupying the eastern exit of the town at Nuszcze, and the reconnoitring squadrons and patrols, which had been out in this direction for some days past, were now strengthened and a detachment was sent to effect a junction

*This is the only action during the Great War whereat large mounted bodies came in actual contact; the writer served as G.S.O. with the 21st Cavalry Brigade.

with the 8th Cavalry and 11th Infantry Divisions. Shortly afterwards the 4th Division, with the 15th Dragoons as advanced guard, marched by way of Perepelniki to the Polish plateau, south of this place. A halt was called on arrival at Hill No. 418 and arrangements were made for security. It was a fine, sunny autumn day ; to east and south spread for some distance the rolling downs of East Galicia, which on the horizon ended in a dark range of flat-topped hills. These were the Berimowka Hills, whence, should the enemy advance, he must debouch, but so far there were no signs of him in any direction.

The march was now resumed in fighting formation—two regiments in first line, the other two covering the flanks and providing second and third lines, and the artillery in the centre—and, moving on, the Cavalry Division encircled the little village of Jaroslawice from north and east. Light wisps of mist were rising from the fields over which the larks were singing, when somewhere in the distance a couple of cannon shots rang out, and the divisional commander at once came to the conclusion that the Russians must have got by and had already reached the railway line. The direction of march was then changed to a southerly one, and the march now led towards Zborow between the villages of Jaroslawice and Monilowka. It was now not long before information came to hand that there was no enemy at Zborow, and the column then halted and turned about. The regiments, not yet divorced from peace conditions, were rather “sticky” in shaking themselves out over the wide expanse of country, but the batteries moved forward, fronting north-east. All were looking interestedly towards the Berimowka Hills, now only some three kilometres distant, when a staff officer, Lieutenant Count Sizzo Noris, came galloping up and reported that he had seen enemy cavalry on the hills and also guns being there brought into position. He added, “we shall soon be under fire.”

This report was not taken very seriously, but, the position then occupied by the Cavalry Division not appearing to be very satisfactory, the march was resumed to the left towards one less exposed to view and to the south of Jaroslawice,

and here the regiments formed up in mass, while the divisional and brigade staffs moved on to the high ground for purposes of better observation. At this moment the divisional supply column, the medical ambulances, etc., in front, was just appearing from Jaroslawice, and also—it was now about 9.15 a.m.—the two attached Landwehr battalions came in sight marching in two lines from Waldeck, south-west of Lopuszany, against the heights of Jamny. At the same instant there suddenly appeared four white clouds in the blue sky, and a second later the infantry were overwhelmed by shrapnel. From the Berimowka Hills came the thunder of guns, the infantry was wholly surprised and sought, as quickly and as well as it could, shelter in the nearest folds of ground. The cavalry had at first looked on at these happenings as though they had no concern with them. But they were soon to learn differently. There was a curious noise in the air, then four loud reports, and shrapnel shell were bursting immediately in front of the 1st Uhlans on the right of the column. All stood their ground, looking hard in the direction of the enemy, of whom, however, very little indeed was to be seen. And now, immediately after this trial salvo the Russian guns opened rapid fire upon the 4th Cavalry Division, formed up here in mass no more than some 3,400 metres distant from the enemy guns and offering to them an exceptional target.

The most natural reply—to gallop straight at the enemy occupying the Berimowka Hills—was out of the question, for the reason that just in front of the rising ground there lay a broad, morassy depression, whence rose one of the springs of the Strypa River, and through which it would be difficult to ride at speed. It was not long, however, before the general bewilderment lessened by which everybody had at the outset been overtaken, and all felt that no object was to be gained by remaining mounted and inactive. The 1st Uhlans moved off at a walk, bearing to the left, in the endeavour to obtain cover from fire; the trot and then the gallop was sounded; that regiment joined the others which were by this already in motion, and within a very few moments the whole division was behind

cover in the deep trough or depression which stretches in a south-westerly direction from Jaroslawice. The divisional and brigade staffs had taken part in this hurried movement under hostile fire, and the supply column, then emerging from the village, also came under fire and was scattered in all directions.

The bulk of the Division now moved towards the more open ground, circling round Jaroslawice from the west, while a few squadrons, with the guns, passed directly and rapidly through the village itself, and behind it the officers and non-commissioned officers busied themselves in rallying the men and restoring order. Columns were quickly formed, and these marched on either side of the Wolczkowce road, towards the high eastern bank of the Strypa river. The Russian artillery had apparently not detected this change of direction and maintained its fire on the east and south of Jaroslawice. The Austrian cavalry halted in rear of heights Nos. 410 and 411 and the ranks were reformed, while the two horse-artillery batteries, escorted by two squadrons, occupied a semi-concealed position on the slopes of the first-named of these hills. The divisional commander had at first intended to try and cross the Strypa near Wolczkowce and take up a fresh position on the further side, but this idea was abandoned and it was resolved to advance to the high ground about Hukalowce, in order from there to make an attack on the Jamny Hill under more favourable conditions. While then the regiments moved north under cover on the eastern bank of the river, the Austrian guns opened fire, but these were at once replied to by the numerically very much stronger Russian artillery and were roughly handled, the enemy shells falling in and round the two batteries; the air was filled with the dust raised by the exploding shells and the shrapnel rattled on the gun-shields. During this artillery duel the bulk of the division arrived at the depression in the ground to the north-west of Hill 418.

The situation at this time was as shown in Sketch 2.

Owing to some circumstances which have never been explained, the 9th Dragoons had crossed the Strypa near

Wolczkowce and were marching north on the western bank, when the O.C. Artillery rode from his gun position after the division, shouting that his guns were about to be attacked, while at the foot of the rising ground an officer of the divisional staff suddenly appeared, waving his sword horizontally over his head; this was the signal, well-known among all the Austro-Hungarian cavalry, as meaning "Enemy in sight."

The divisional staff then halted in the low ground, drew swords and gave orders to prepare to attack, when the regiment nearest to hand—the 15th Dragoons—also drew swords and the squadrons deployed, but following one another in some sort of column, began to climb the sandy banks of the depression in which they were when the order reached them, but these were found to be so very steep, that the horses, under the weight of man and equipment, could only ascend with extreme difficulty. Just at the same moment the advanced regiment—the 13th Uhlans—moving north in column, became aware of the appearance from the south-east of the rapidly approaching Russian cavalry. The C.O. of the 13th Uhlans, anxious to attack the enemy's left flank, ordered the "gallop" and advanced in a north-easterly direction towards the cover of the wood at Meierhof Lipnik; but this rather difficult manœuvre was not successful. The head of the 13th Uhlans went too far to the north, towards Perepelniki, had then to turn back and so missed taking part at the psychological moment in the *mêlée* then going on near Hill 418. On the other hand, the two squadrons following in rear of the regiment were ordered, on the initiative of their commander, Major von Vidalé, to halt, and then wheeling, they charged, under the leadership of their brave commander and mindful of the best traditions of the Trani-Uhlans, full at the enemy. A few seconds later, and to their right, the five squadrons of the Joseph Dragoons, joined by the staffs of the division and of the two brigades, had arrived at the plateau on the summit of the high ground. In front of them, and no more than 300 or 400 paces distant, a mass of cavalry, formed in some sort of double-column, was galloping towards them at a strength

of from eight to ten squadrons. The form of headdress, the green and brown uniforms, the glittering lance-points, permitted of no doubt as to the identity of these new-comers—they were Russian cavalry, and these were completely surprised by this sudden attack upon their flank, for they seem to have been wholly under the impression that the Austro-Hungarian cavalry, shattered by the recent artillery fire, had withdrawn to some considerable distance.

The 15th Dragoons now, however, shouting “Charge, charge, hurrah!” and waving their swords, fell upon the Russians at the top speed of their horses. There was no time for the enemy to form front, for in a moment our cavalry were in the middle of them, all locked together, elbow to elbow and knee to knee. For a moment the mass fell apart, disintegrated, only to press together again, while the dust cloud rising overhead only permitted of a man seeing the features of his immediate opponent. The white facings and bright helmets of the Joseph Dragoons were mixed up with the brown uniforms of the Russians. In the first moment of contact many on either side seemed to forget to use their weapons, but this lasted no more than a few seconds, after which, with Berserker fury, the 15th Dragoons and 13th Uhlans “got busy” on the enemy with their sabres. The scene shifted and changed; at one moment, through the dust cloud, one saw a white-uniformed dragoon chasing a Russian, a second later the dragoon was transfixed by a Russian lancer, while again the lancer was cut over the head by another dragoon and fell like a sack from his horse to the ground.

While the cavalry on either side were thus engaged the artillery combat had taken a fresh turn and one for the worse.

At the moment when the 15th Dragoons rode out of the low ground to attack, Captain von Stepski's horse-battery had been ordered to change position and was upon the point of moving on the little wood to the west of Hill 418 when, from down the neighbouring slope, it was suddenly attacked by swarms of Russian cavalry. There was just time to fire the two guns which happened to be in the firing position, but the

shrapnel had only a very trifling effect upon the advancing Russians, and in a moment the 10th Russian Uhlans were in the middle of the battery and were cutting and thrusting at the gun detachments who, officers and men alike, defended themselves as best they could with sword and pistol; the majority of them, men and horses, were, however, cut down. The Russians then turned about and fell back again to the high ground pursued by the fire of the few survivors of the battery.

The other battery, which had remained in the fire position on Hill 410, had just limbered up and was upon the point of following Captain Stepski's battery, when in its rear hostile cavalry appeared advancing in "lava" formation. The battery now galloped to try and gain the further bank of the Strypa, but the four guns and some of the limbers sank so deep in the marshy ground near the river that only the gun muzzles could be seen above the mud and water. The escort had reached the further bank by way of Wolczkowce and their fire from here checked any further enemy advance.

Meanwhile, in the cavalry combat still going on, all formation had been lost; every man fought for himself alone, and in the course of the fighting both sides seemed to make the identical discovery that the sword is a weapon of very doubtful value—the pistol being very much more serviceable and handy. The pistol was often sufficient to check the oncoming lancer, to make him "duck" behind the cover of his horse's head, and even to go about and seek flight. The knowledge that the fire-arm is deadlier than cold steel came to both opponents simultaneously, and was recognized by either when the action was but a few moments in progress. The result was that on either side wild shooting took place, when many men were of course hit by shots fired by their friends; and after the first shock of contact the Russians were frequently seen to leap from their horses and to fire with their carbines indiscriminately into the crowd of fighting men.

The action had lasted but comparatively few moments, when suddenly from the right came a fresh shock, which crowded all so greatly together that men were nearly lifted from their

saddles, and some feared they would be unhorsed. This was due to the action of the 10th Russian Lancers, which, coming from the attack on Captain Stepski's battery, had flung themselves into the *mêlée*.

For a moment, when the dust cloud rolled to one side, it was noticed that the commander of the 15th Austro-Hungarian Dragoons, officiating also this day as brigadier, was dismounted, his horse having been shot under him. There arose a shout: "15th Dragoons! your Colonel has no horse," when a brave dragoon suddenly appeared, dismounted as though on parade, and helped his colonel into the saddle. Immediately afterwards the dust enveloped both; of the dragoon nothing more was ever seen or heard—a good soldier had given his life for another.

In the rattle of musketry there now mingled the noise of machine-gun fire. This came from the machine-gun detachment of the 15th Dragoons, which at the opening of the attack, had pushed rapidly forward on the left of the regiment, and from the corner of the wood near Meierhof Lipnik had suddenly opened fire. Their bursts of fire operated with great success against a fresh Russian attack, and contributed greatly to the successful issue of the combat. From this time on the Russian horsemen began, first one by one, and then in small bodies, to fall back in the direction whence they had come, pursued by the Austro-Hungarian cavalry; and the whole mass of horsemen, enveloped in a towering cloud of dust, began to move towards the Berimowka Hills, where were the Russian guns. These, however, so soon as they perceived that the battle was no longer going in favour of the Russians, opened rapid fire on the dust cloud moving in their direction, without considering whether it concealed friend or foe. The exhausted Joseph Dragoons and Trani-Uhlans could no longer make face against this fire; automatically the two bodies separated, and while the Russians disappeared in the direction of Jaroslawice, the Austro-Hungarian cavalry, still followed by a hellish fire, sought the protection afforded by the high banks of the Strypa River.

The whole of these happenings lasted no more than some ten minutes at most; and since all this took place on the

plateau it can easily be understood that the 1st Uhlans, among the houses of Wolczkowce, and the 9th Dragoons, connecting with them on the western bank, both from various causes out of earshot of the noise of the fight, only first gathered any news of what had been taking place when single Russian cavalymen, who had lost their way, straggled down to the Strypa River. Then, when these two regiments were on the point of hastening to the support of their comrades on the plateau, they were met by the two other regiments just emerging from the *mêlée*. The divisional commander, Major-General von Zarembo, had led his regiments into the action with the utmost bravery, accompanied by his staff, among whom the losses had been most severe; the brigade staffs did equally good service.

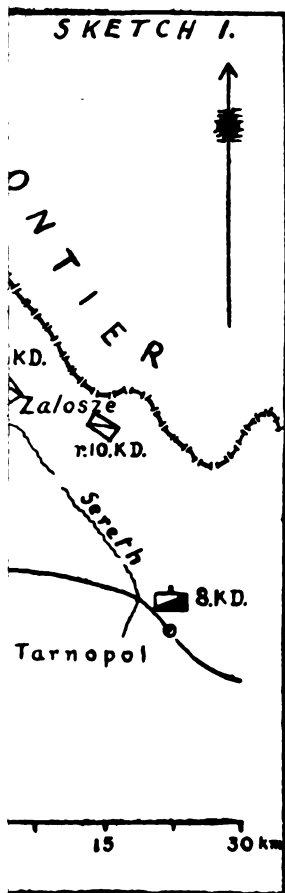
The men were fallen-in as rapidly as possible; on a small hill to the east of Dworzyska the "rally" was sounded, a signal which was obeyed by all with the same order and regularity as on parade; the squadrons fell in and the troops were told off afresh. And now was to be seen a battle-picture such as one finds in old paintings; riderless horses were wandering about, the wounded passed by limping and staggering. The general learnt all that had happened among his batteries, and the rally being completed, several questions arose for settlement—how the battery was to be extricated from the swamp in which it has been engulfed, while the rallying place, too near the enemy, had to be exchanged for a better one on higher ground on the western bank of the Strypa River, for already Russian guns had driven up to the rise near Wolczkowce and had opened fire on the assembling regiments at a range of no more than a kilometre.

This marked the end of the day for the 4th Division of Cavalry. The bulk of it moved off in a westerly direction, while part again went into the wooded country to the north, and another detachment in a south-westerly direction towards Zloczow; but a few hours later the whole division was assembled, ready for any further action required of it, on the heights near Koltow, east of Sassow; the enemy did not make any attempt at pursuit.

From here strong parties were sent out to the field of battle, for the divisional commander intended to move thither with the division in order to recover the guns which had been lost. These detachments came in touch at midday near Kaberowce with the infantry of the Austro-Hungarian 11th Infantry Division, the forward march of which had been greatly delayed by unfavourable weather conditions which accounted for its belated arrival at the field of action. Its appearance, however, forced the Russian cavalry to retire on Olejow-Zalosze after a very brief artillery action. The 8th Austro-Hungarian Cavalry Division, which had left a brigade at Tarnopol, only came up in the afternoon, joining on to the right of the 11th Infantry Division, to the south-east of Berimowka; it had heard nothing of the cavalry fight. It had spent the night at Bogdanowke and had been in no way disturbed by the enemy. The guns of the two batteries were not recovered, as the Russians had carried them off before the infantry division arrived upon the scene.

The two Landwehr battalions—East Galician or Ruthene, actually Russian—of the 35th Landwehr Regiment, after recovering from the panic induced by the sudden artillery fire, had rallied at Perepelniki, and had followed the cavalry division to Sassow. The two companies which formed the advanced guard had not shared in the panic which overtook the remainder, and were ready for action again about the slopes of the Jamny Hills; but being there suddenly engaged by enemy dismounted and machine-gun fire, were completely destroyed.

What happened on the Russian side only came to light after the war, and from enquiries since made it appears that the chief opponent of the Austro-Hungarian cavalry on this occasion was not the 9th Russian Cavalry Division, as was originally surmised, but the 10th, that commanded by Count Keller. This was at the outset about the Berimowka Hills and, marching from the country south of Zalocze to the sound of the guns, on arrival on the scene attacked with three regiments only—the fourth, a Cossack regiment, being at the time detached. The 10th Russian Dragoons and the 10th Russian



Hussars—twelve squadrons in all—were engaged *corps à corps* with the eight Austrian squadrons, while the 10th Russian Uhlans attacked the Austrian batteries.

Count Keller took a personal share in the action and narrowly escaped capture by the Austrian Dragoons, being saved by the exertions of his staff. The 9th Russian Cavalry Division remained in Olejow, where it had passed the night, and took no part in the action; its artillery only, joining that of the 10th, was also in action from the Berimowka Hills, while its Cossack regiment, the Orenburg Cossacks, attacked the Austro-Hungarian Landwehr on the Jamny Ridge and suffered severe loss.

Towards the close of the cavalry action Count Begildjew (commander of the 9th Russian Cavalry Division) came on the scene and assumed command of the whole force as senior divisional general.

The losses in the 4th Austro-Hungarian Cavalry Division amounted in killed and wounded to some 300 officers and men, while eight guns and several ammunition wagons fell into the hands of the enemy. But in the course of the next few days its losses were completely made good from reserves of men and horses, and from material sent from Lemberg, so that the Cavalry Division was again a war-worthy weapon and was able to take part in the first battle of Lemberg.

Note.—A critical analysis of the above battle is given in the article entitled "The Fight at Volchkovtsy," contained in the April number of THE CAVALRY JOURNAL of the United States.—ED.



CORUNNA: A STUDY IN WASTE

By MAJOR J. GODDARD

To a horse-loving people it is rather a melancholy business to recall an occasion upon which the cavalry has been required to abandon its horses under stress of an enforced embarkation ; but, at the same time, if the occasion be fraught with useful lessons by way of comparison, it is one which deserves to be remembered.

After a retreat of 370 miles over incredibly bad roads and in the worst of weather, Sir John Moore's army arrived at Corunna on 14th January, 1809. There Sir John was confronted with three facts ; the first, that the French were at at his heels ; the second, that there was insufficient shipping in the harbour to embark his army, though more was coming from Vigo ; the third—and after such a march it was hardly a matter for surprise—that a large number of the surviving horses were worn out and lame. In consequence, he issued an order to the effect that only a small proportion of the fittest horses should be embarked, while the rest were to be destroyed to prevent them falling into the hands of the French. General Slade has left it on record in his diary that the order was for thirty horses *only* per regiment to be re-embarked.

The embarkation returns show that 2,800 officers and men of the cavalry sailed from Corunna for England. It is not possible to say what proportion of these had been dismounted before the end of the march, except in the case of the 15th Hussars, concerning which regiment positive information is supplied by Captain Alexander Gordon (from whose diary I am, by the courtesy of Colonel H. C. Wylly, C.B., permitted to quote) : in that regiment, out of 560 troop horses brought out

from England, barely 200 were fit for service by the time it arrived back at Corunna. Of these, only thirty were embarked. Among the other four regiments, the 7th and 10th Hussars took ninety horses apiece; while the 18th Light Dragoons and the 3rd Light Dragoons of the German Legion took none at all. By this account the total number of cavalry horses re-embarked was 210. Allowing that the average of horse losses throughout the cavalry was about the same as in the 15th Hussars—say 65 per cent.—the number of horses fit to return to England would be well over 900; of these, over 700 as well as all unfit horses, were destroyed, lest the enemy should get them. The Horse Artillery and train seem to have salvaged most of their fit animals, for they embarked about 700 of them (Oman). Including this wholesale slaughter at the end of it, the horse casualties in the cavalry amount to over 90 per cent. for the whole campaign.

Concerning officers' chargers there seems to be some difference of opinion. Captain Gordon states definitely that officers of the cavalry were allowed to take their chargers; but Commissary Schaumann, another contemporary diarist, says that some of the officers, rather than order their horses to be destroyed turned them loose. The latter draws a distressing picture of these wretched animals roaming about the town in search of food, and browsing on the refuse heaps and on cabbage leaves picked up in the gutters; he also tells a moving story of an officer's charger of the 18th Light Dragoons which followed its master to the boat and *twice* swam out to the transport on which he was, but even then could not be taken on board. The Regimental Records of the 10th and 15th Hussars infer that the above mentioned quota of thirty horses per regiment includes officers' chargers. Probably the truth lies somewhere between the two opposite statements. It is not unlikely that in the general confusion the first regiments to embark took on board rather more than their allowance of horses, for which the later ones had to suffer; but in any case the total number of cavalry horses taken home—about 250 (Oman)—was pitifully small.

The account which Captain Gordon gives of the end of these unhappy condemned beasts is more than distressing. The streets and foreshore of Corunna were littered with their carcasses; while scores of them, untidily butchered by unskilful hands, ran about, mad with pain and streaming with blood, before they sank down to die. This crowning horror of a nightmare retreat, so harrowing for the cavalymen, was all the more galling in that the slaughter was more drastic than was absolutely necessary; more horses might well have been taken, for some of the transports came home almost empty. It was the organization of the embarkation which was at fault.

By way of contrast, it is interesting to turn to the evacuation of the Gallipoli Peninsular at the end of 1915. Although the conditions obtaining were much more difficult, and the situation much more tense, than at Corunna, a very large proportion of the transport cattle was salvaged. Out of 4,500 animals, 4,000 were got off shore, so that barely 12 per cent. were lost by reason of the evacuation. It is most difficult to estimate the equivalent figure for Corunna, but probably it was one-half of the total loss. Thus a valuable comparison may be drawn between an unorganized evacuation and one which will rank for all time as a classic in the science of war. In both cases command of the sea and fore-knowledge of the operation to be undertaken were equal factors; but, while, in the case of Gallipoli, preparation, careful staff work and calculated co-operation between the services accomplished what was almost a miracle, in that of Corunna the absence of these essentials of success gave rise to a number of unfortunate events, of which the grievously heavy horse wastage was but one.



THE MOTTOES OF THE CAVALRY

III

By EDWARD FRASER

"QUIS SEPARABIT": THE MOTTO OF THE 5TH ROYAL IRISH LANCERS

THE right to the motto "*Quis Separabit*" was conferred by Queen Victoria on the 5th Lancers in 1858, then newly re-formed, being appointed to succeed to the place in the Army List originally held by the old 5th Royal Irish Dragoons, disbanded in 1799. The Order signed by the Queen which re-constituted the Royal Irish Dragoons, was dated 26th February, 1858. It was worded as follows:

"The 5th Dragoons to be styled the 5th or Royal Irish Dragoons and clothed, armed and equipped as Lancers.

"Approved that the 5th Royal Irish Dragoons be permitted to assume the Motto '*Quis Separabit*' in addition to the Harp & Crown, formerly worn on the Standards & Appointments of the Regiment, which was disbanded before the Union—it being since customary for the Badge to be accompanied by the Motto.

(Sgd.) VICTORIA R."

The original and former 5th Royal Irish Dragoons began their career in 1689, in Ireland, in the war between William III and the abdicated King James II, as the 1st Regiment of Dragoons of Inniskilling. For their distinguished services in King William's war in Flanders (1682-97) they were granted

the title of "The Royal Dragoons of Ireland," and ranked as the 5th Dragoons. Their title was altered by an Order of 22nd February, 1704, at the instance of the Duke of Ormonde, through the Great Duke of Marlborough it is stated, to that of 5th or Royal Irish Dragoons, which title they retained until 1799.

The badge of the Harp and Crown was authorized to be worn on the 2nd and 3rd guidons, under the Royal Warrant of the 1st July, 1751.

The 2nd Regiment of Dragoons of Inniskilling retained its local name throughout, and is now the 6th Inniskilling Dragoons with, for badge, the Castle of Inniskilling.

**"PRISTINÆ VIRTUTIS MEMORES": THE MOTTO OF THE
8TH KING'S ROYAL IRISH HUSSARS**

The Motto of the 8th Hussars dates from January, 1777, when King George III, on the conversion of the 8th Dragoons of that day into Light Dragoons, conferred the motto on the regiment together with its present title of "King's Royal Irish."

The distinction, as was stated in the Order conferring it, "was granted in consequence of the good conduct of the Regiment on all occasions."

There was, however, a special reason for the motto "*Pristinæ Virtutis Memores*."

The 8th Dragoons, at that date, possessed a distinction of equipment, unique among British Dragoon regiments. It had reference to a battlefield incident which took place in Spain at the Battle of Almanza on Easter Sunday, 14th April, 1707, during "Queen Anne's War," as the army in the eighteenth century usually spoke of the war that our history books call "The War of the Spanish Succession." At Almanza, "Killigrew's," as the regiment was then known, from the name of its commanding officer, with other British and Dutch cavalry, charged into the thick of the massed enemy (Spanish) cavalry. Killigrew's principally encountered a regiment of Spanish heavy Horse, who wore, as the "heavies" in all armies then

did, buff belts crossways over the shoulders. Dragoons of that period wore only a waistbelt. The Spanish Horse were very roughly handled by the 8th Dragoons in the savage fight that ensued, and were broken up and scattered. They were a "crack" corps and wore richly-braided crossbelts. As the Spanish troopers gave back in disorder, many of our men stretched across from their saddles and clutched at and gripped hold of the gold embroidered crossbelts and dragged them off over the shoulders and heads of their wearers. They then slung the captured crossbelts in "Horse" fashion over their own shoulders triumphantly. As a reminder of the incident according to tradition, the 8th Dragoons obtained sanction from Queen Anne to wear Horse cross-belts as part of their accoutrements, and the doing so became considered a unique privilege of the regiment. They came also to be known as "The Cross-belt Dragoons" in consequence. On being converted into Light Dragoons in 1777, with a uniform quite different from that hitherto worn, the cross-belts had to be given up, and it is stated that as a *solatium* for the deprivation the motto was bestowed on the regiment.

It may be added, as an item possibly of regimental interest, that a representation of one of the guidons of the regiment, as borne at Almanza, figures sculptured on Colonel Killigrew's tomb in Westminster Abbey.

This also it may be permissible to add here. The motto "*Pristinæ Virtutis Memor*"—the last word in the singular—is borne by one infantry unit, the Queen's (Royal West Surrey Regiment). The Queen's at that time were serving in Spain and were at Almanza. It is, however, not certain for what particular piece of work the motto was conferred, and it has also been suggested the motto was won earlier in the war, at the defence of Tongres, when the regiment was with Marlborough in Flanders.

"VIRET IN ÆTERNUM": THE MOTTO OF THE 13TH HUSSARS.

The motto of the 13th Hussars is of unknown origin, but it is undoubtedly one of the very oldest in existence.

Traditionally, it dates from about the period of the raising of the regiment as the 13th Dragoons in 1715, at the time of the Jacobite rising led by Mar and Argyll against George I and the new Hanoverian *régime*. The original "yellowish green" colour of the uniform, facings and horse furniture, adopted at the outset is said to have suggested the motto. It seems to have temporarily dropped out of general use, or been discontinued, between 1784 and 1833, its apparent disappearance originating when the 13th were converted from Dragoons into Light Dragoons and the yellow green facings altered to pale buff.

During the interval, however, it was not forgotten in the regiment. Then a convenient opportunity to request its restitution occurred after William IV's accession, when that monarch instituted sweeping changes in uniform in both Army and Navy. The chance was taken advantage of and the Submission to the Sovereign forthwith presented. The document, which received the Royal approval in 13th January, 1833, was worded as follows: "Humbly submitted to His Majesty—That the 13th Regiment of Light Dragoons be permitted to retain on the Guidons Chacos and Appointments the Motto '*Viret in Æternum*,' which is stated to have been borne by the Regiment for many years." The word "retain" is all significant.

The actual move in the matter came about through a difficulty with the Inspector of Army Colours, who had apparently challenged the right of the regiment to the motto. Owing to the forthcoming issue of new guidons, in consequence of the restoration, of green facings to the 13th—the second and third guidons of all regiments had by regulation to be of the same colour as the facings—the objection had been raised at the Herald's College, where the design for guidons had, in the usual way, been sent to be "passed."

Buff facings were reintroduced in 1840, and have continued to be worn by the regiment ever since, both as Light Dragoons and after 1860 as Hussars, the ancient historic motto: "*Viret in Æternum*," remaining unaffected throughout to the present time.

**"MEREBIMUR": THE MOTTO OF THE 15TH THE KING'S
HUSSARS.**

"*Merebimur*" is understood to have been originally granted to the 15th Hussars as "Elliott's Light Horse," by George III in 1766. The regiment had been raised seven years previously, in 1759, during the Seven Years' War, by Colonel George Augustus Elliott, a former field officer in the Horse Grenadiers, one of the Household Cavalry regiments, who was at that period universally recognized as the most dashing and daring light cavalry leader in the British Service. He won world-wide fame, and a place in History, later on, as the Lord Heathfield who so heroically defended Gibraltar during its long three years' siege (1779-82) against the combined efforts of France and Spain in the American War. "The Cock of the Rock" was the *sobriquet* by which the Army knew him ever afterwards.

The exceptionally brilliant services of the regiment in Germany during the later part of the Seven Years' War made it a special favourite with George III who, on its return after the war on several occasions had it paraded before him at reviews in Hyde Park and elsewhere. It was after a review on 20th May, 1766, on Wimbledon Common that His Majesty bestowed on the regiment the title of The King's Light Dragoons, and, as far as can be ascertained, about that time, also granted it the Battle Honour "Emsdorff," the first honorary distinction of the kind ever granted to any British regiment. "Emsdorff" was granted in honour and remembrance of a celebrated action in the late war, at a village of that name on 16th July, 1760, in which "Elliott's Light Horse," single-handed, captured five battalions of French infantry with their Colours and nine guns.

The motto "*Merebimur*" together with the battle-honour "Emsdorff," is first recorded as borne on the guidons of the 15th Light Dragoons in the Army Clothing Warrant of 18th December, 1768. In later years, as it would seem, an Inspector of Army Colours raised some question in regard to the motto, necessitating an appeal to Queen Victoria. The following "Memorandum," addressed to the Inspector by the

Adjutant-General was the result :

“Horse Guards—10 December 1856. It appears by a letter from the Hon. Colonel Phipps, dated Osborne, 9th August 1856, that the Queen approves of the 15th Hussars retaining the motto ‘*Merebimur*,’ which is stated to have been borne by the Regiment since the battle of Emsdorff.”

“AUT CURSU, AUT COMINUS ARMIS”: THE MOTTO OF THE
16TH THE QUEEN’S LANCERS.

The motto of the 16th Lancers dates from the same occasion and time—the Royal Review on Wimbledon Common in May, 1766—as the motto of the 15th Hussars. The regiment had also been raised in 1759. The officer who raised it was also the first to command it, Colonel John Burgoyne, then a field officer of the Coldstream Guards, and, in after years, the General whose unfortunate experience at Saratoga, by inciting France to open hostilities with England, turned the scales against England in the American War.

Colonel Burgoyne, however, was an able and distinguished regimental officer and his new regiment, after first serving at the siege of Belleisle in 1761, highly distinguished itself by its activity and gallantry in the field in Spain during the last twelve months of the Seven Years’ War. Queen Charlotte accompanied George III at the Wimbledon Review of Elliott’s and Burgoyne’s Light Horse, and at Her Majesty’s personal request, on the King giving his Royal title to the senior regiment, Her Majesty requested that her title should be given to the second regiment. Thus the regimental title, “The Queen’s Light Dragoons,” came into existence. It lasted in that form until the regiment was converted into Lancers in December, 1815, six months after Waterloo, when it took its present form to suit the new formation of the regiment. The motto “*Aut Cursu, aut Cominus Armis*” was granted in circumstances similar to those in which “*Merebimur*” was granted to the 15th Hussars, and in like manner is first officially noted in the Warrant of 1768. It obviously had direct

application to the notable part that the regiment had taken in actions during the campaign of 1762 in Spain ; in particular, at Valencia de Alcantara on 27th August, and at Vilka Velha on 4th October.

“DEATH’S HEAD ‘OR GLORY’”: THE BADGE AND MOTTO OF THE 17TH LANCERS.

The Army List combines the badge and motto of the 17th Lancers in one ; making the two inseparable. They were adopted on the formation of the regiment by the officer who raised the regiment in 1759, Colonel John Hale of the “Blues,” and then of the 47th Foot. Colonel Hale had been Wolfe’s principal A.D.C. in Canada, and brought home the despatches announcing the taking of Quebec and Wolfe’s death. Appointed in December, 1759, to raise a regiment of Light Dragoons, on doing so, Colonel Hale chose for the facings, white, presumably after the facings of his old regiment, the 47th, and for the regimental lace, white intermixed with black as mourning for Wolfe. He adopted as badge and motto conjointly a Death’s Head and the words “Or Glory”—These have continued untroubled by any Inspector of Army Colours’ doubts, to the present time.

In accordance with the Royal Warrant of 1751, the second and third guidons were white and bore the skull and crossed bones badge and “Or Glory,” as they continued to do at every issue of new guidons until, in 1822, on the regiment becoming Lancers the guidons were automatically laid aside. A Death’s Head, a skull and crossed bones, it may be added, was at the time a very usual mourning emblem carved on tombstones in churchyards all over England, and that, it may be, suggested the idea to Colonel Hale.

At the same time also, as a military emblem, the badge was known in the Service from being borne by certain noted cavalry regiments of the Prussian Army with which some of our cavalry regiments had served, and were serving, in that war—the Seven Years’ War. One, for instance, was a corps

about whom a good deal was heard in the late Great War, the "Death's Head Hussars." They had come into existence in the Silesian War of 1741—their uniform and badge being plunder from a Prussian cavalry raid on a Cistercian monastery near Breslau. The monks, as usual, wore the black habit and cloaks of their Order with, embroidered on each, a skull and crossbones.

The raiders found the monastery storehouse full of bales of the garments. Frederick the Great, then raising six new hussar regiments, was, as it happened, short of cloth for their uniforms. He had used up all the blue and red cloth in his kingdom, and had just stripped a Franciscan monastery of its brown cloth for a hussar regiment that until the Great War wore brown uniforms in commemoration of their origin.

The King promptly had a regiment uniformed out of the monks' black cloaks and retained the skull and crossbones.

The German Field Marshal Von Mackensen, of Great War fame, in his "History of the Death's Head Hussars" (his own old regiment), frankly states that Frederick's idea in retaining the badge was for reasons of "frightfulness." These are his words: "*Die Idee war also offenbar es furchtbar zu machen.*" Another Prussian Hussar regiment, similarly for reasons of "frightfulness," was given as the badge on its tall black leather caps a full length skeleton, cut out in linen and glued on. Each regiment had for motto "*Vincere aut Mori*"—"Conquer or Die." There was also, at the time, a famous "Death's Head" Swedish Hussar regiment. Since then the skull and crossbones badge has been worn by the Black Brunswickers of Peninsular War and Waterloo fame, and by several German cavalry formations (Lützow's Free Corps for one) as an emblem of revenge in the War of Liberation against Napoleon in 1813. Other instances of the adoption of the badge could be given did space allow, going back to the time of our own Civil War between Charles I and his Parliament, when several cavalry regiments on both sides bore a Death's Head for badge on their standards with mottoes, such as "*Mors vel Victoria*," "*Pro Patria Moriamur*," and so on.

"PRO REGE, PRO LEGE, PRO PATRIA CONAMUR": THE MOTTO OF THE 18TH ROYAL HUSSARS (QUEEN MARY'S OWN)

The 18th Hussars owe their motto to their forerunners, the old 18th Light Dragoons, who fought under Wellington in the Peninsular War and at Waterloo. That regiment was raised in 1759 as Light Dragoons and disbanded as Hussars in 1821. The old 18th was raised by the 1st Marquess of Drogheda, who commanded the regiment as Colonel from start to finish of its career; a unique state of things probably. The marquess was born in 1730 and died in December, 1821, not long after the disbandment of his regiment. The present 18th Hussars was raised in 1858 as a restoration of the old regiment, and was permitted to revive the Peninsular and Waterloo Honours borne by their predecessors. In 1878 it was authorized also to adopt a blue busby-bag and scarlet and white plume, as worn by the old 18th Hussars, and by G.O. 71 of 1883 the restitution of the motto borne by the former day 18th was officially sanctioned. The motto was granted in response to a Submission to the Sovereign by the commanding officer of the regiment, bearing date 2nd April, 1883, which asked leave for the 18th Hussars to adopt and inscribe on its standards (*sic*) and appointments the motto "*Pro Rege, Pro Lege, Pro Patria Conamur*," the motto borne by the former regiment. The motto first appears in the Army List for May, 1883.

The regiment was granted the designation of "The Princess of Wales's Own," just twenty years later, in 1903.

On the accession of his present Majesty to the Throne, the 18th Hussars became "Queen Mary's Own." Her Majesty was further appointed Colonel-in-Chief of the regiment by the King in the Birthday *Gazette* of June, 1914.



NOTES

NEW SUBSCRIBERS, 1927.

Captain K. G. W. SHENNAN	..	..	Royal Horse Guards.
Lieutenant THE MARQUIS OF WATERFORD	..	..	" " "
Captain S. B. HORN, M.C.	..	..	3rd/6th Dragoon Guards.
Lieutenant R. L. FELL	..	..	" " "
Lieutenant A. F. HOLLAND	..	..	" " "
Lieutenant G. J. DE W. MULLENS	..	..	4th/7th Dragoon Guards.
Lieutenant L. WILLIAMS	..	..	" " "
Lieutenant R. B. MOSELEY	..	..	Royal Dragoons.
Captain P. S. PLOWDEN	..	..	Royal Scots Greys.
Lieutenant H. R. MACKESON	..	..	" " "
Lieutenant C. A. PEEL	..	..	3rd Hussars.
Lieutenant H. G. COWDELL	..	..	4th Hussars.
Lieutenant M. P. ANSELL	..	..	5th/6th Dragoons.
Captain G. D. HILL	..	..	7th Hussars.
Lieutenant G. M. EDYE	..	..	" "
Lieutenant R. YOUNGER	..	..	" "
Lieutenant R. F. G. JAYNE	..	..	" "
Lieutenant H. B. LEVESON-GOWER	..	..	" "
Lieutenant N. L. L. PALMER	..	..	" "
Lieut.-Colonel J. E. BLAKISTON HOUSTON	..	..	8th Hussars.
Captain L. H. H. HARRIS	..	..	9th Lancers.
Lieutenant G. H. GROSVENOR	..	..	" "
Lieutenant F. FLOWER	..	..	" "
Brig.-General A. G. SEYMOUR, D.S.O., M.V.O.	..	..	Late 10th Hussars.
Lieutenant D. DAWNAY	..	..	10th Hussars.
Lieutenant C. B. C. HARVEY	..	..	" "
THE PRESIDENT, Regimental Institutes	..	..	" "
Major C. W. M. NORRIE, D.S.O., M.C.	..	..	11th Hussars.
Captain L. W. H. KERR, O.B.E.	..	..	" "
Lieutenant D. S. SCHREIBER	..	..	" "
THE PRESIDENT, Sergeants' Mess	..	..	" "
Captain J. R. C. RAWNSLEY, M.C.	..	..	12th Lancers.
Captain H. E. RUSSELL	..	..	" "
Lieutenant G. B. CLIFTON BROWN	..	..	" "
Captain H. LUMSDEN, M.C.	..	..	" "
Lieutenant J. C. B. LETHBRIDGE	..	..	14th/20th Hussars.
Captain J. B. BROWNE	..	..	16th/5th Lancers.
Lieut.-Colonel D. H. TALBOT, D.S.O., M.C.,	..	..	Late 17th/21st Lancers.

Colonel Commandant W. G. K. GREEN, C. M.G., D.S.O.,	Comdg. 1st Indian Cavalry Brigade.
Captain A. B. KNIGHT, M.C... ..	2nd Lancers, Gardner's Horse.
Major D. S. DAVISON, D.S.O.	" " " "
Major H. MACDONALD, D.S.O.	5th Lancers, Probyn's Horse.
Major T. N. WATSON, M.V.O., M.C.	" " " "
Major H. DE N. LUCAS	7th Light Cavalry.
Major A. G. ARMSTRONG	" " "
Major J. A. C. KREYER, D.S.O.	" " "
Lieut.-Colonel E. D. RAYMOND, D.S.O., M.C.	8th Cavalry.
Lieutenant L. W. SMITH	" " "
Captain C. W. FREE, M.C.	Guides Cavalry F. F.
Major J. M. W. O'RORKE, D.S.O.	12th Cavalry, I.A.
Colonel W. E. S. MONEY	13th Cavalry, I.A.
Captain D. S. CURRIE, M.C., D.C.M.	19th Lancers, I.A.
Lieut.-Colonel N. KENNEDY, D.S.O., T.D...	Ayrshire Yeomanry.
Major J. G. G. LEADBETTER, M.C.	Lanarkshire Yeomanry.
PRESIDENT, Mess Committee (Three Copies)	" "
Major THE LORD GRIMTHORPE	Yorkshire Hussars Yeomanry.
Captain A. W. KEITH FALCONER	Oxfordshire Hussars Yeomanry.
Lieutenant R. E. DAVY	North Somerset Yeomanry.
Lieutenant B. WOOD	Lancaster Yeomanry.
Major C. R. GOVER, D.S.O.	Royal Artillery.
Captain M. WOMBWELL	Scots Guards.
Captain C. W. JACOBS	King's Liverpool Regiment.
Captain DUNCAN SMITH	Canadian Dragoons.
Major A. E. BLOOMFIELD, V.D.	Manitoba Dragoons.
The O.C. " B " Squadron,	2nd Alberta Mounted Rifles;
THE IMPERIAL SERVICE CLUB	Sydney, Australia.
Captain UZYLE	Military Attaché, Swedish Legation.

Major C. W. BISHOP.

Major A. H. D. BRITTON.

T. G. FETHERSTONHAUGH, Esq.

The Very Rev. H. J. WHITE, Dean of Oxford.

New Subscribers	73
Increase in Trade Subscriptions	12
	—
Total	85
	—

REGIMENTAL ALLIANCE

The King has approved of the 4th Mounted Rifles (Umvoti Mounted Rifles), Active Citizen Forces of the Union of South Africa, being allied to the 7th Queen's Own Hussars.

CAVALRY DEPOT ABOLISHED

DISPOSAL OF RECRUITS.—The King has approved the abolition of the Cavalry Depot, Canterbury, with effect from 13th June. The Army Order, which makes this announcement, states that arrangements have been made for all recruits enlisting for the cavalry of the line to be despatched direct from places of enlistment to the regiments at home with which they will undergo their recruit training. From 1st June, 1927, cavalry personnel arriving from abroad, who would have been sent to the Cavalry Depot in accordance with the King's Regulations, will be sent to cavalry regiments at home under instructions to be issued by the Officer in charge of Cavalry Records, Canterbury.

EMPLOYMENT INNOVATION.

By MAJOR F. K. HARDY, D.S.O., A.E. CORPS

The Army Council has given approval to the formation of a new class at the Army Vocational Training Centre, Hounslow, in order to assist soldiers with long service (i.e., soldiers with eighteen years or more service) to obtain positions of trust, such as caretakers, porters, messengers, etc., for which occupations their military training renders them suitable.

Such soldiers may apply to join the Army Vocational Training Centre, Hounslow, for the last two months of their service. While there they will be employed on duties and given instruction in subjects likely to be of use to them in the employment they seek. Simultaneously, the Centre's Employment Bureau will take up their cases and endeavour to place each man in a job suitable to his particular qualifications. The men, moreover, will be given every facility during their attachment at Hounslow to attend interviews with prospective employers and will also be immediately available to take up positions as they occur.

In obtaining employment, it should be remembered that self-help counts for a lot. The man who keeps his eyes and ears open, looks round for himself and gets his friends to help

him, stands a better chance of finding congenial employment than does the man who sits down and waits for others to find it for him.

Senior ranks holding positions of responsibility will find that (at Hounslow), being released from their duties, they can devote their whole energy to solving the problem of their future.

Soldiers who are allotted vacancies, are advised to bring with them plain clothes, as whilst some employers like to see applicants for employment in uniform, others prefer to see what they look like in civilian clothes.

It must be remembered that a discharge certificate of service is not available until within a few days of expiration of colour service. Before a soldier obtains this he has nothing to prove to employers what his record is. For this reason, W.O's., N.C.O's. and men are advised to bring with them any chits they may have received from officers under whom they have served, and, if they wish to take up a dual post with their wives, copies of any references the latter may possess.

EX-CAVALRYMEN'S ASSOCIATION.

The latest figures will be found on the last page of this number.



REGIMENTAL ITEMS OF INTEREST

4/7th Dragoon Guards

POLO

In the Egerton Cup, the last Tournament the Regiment played at Secunderabad, it was defeated by the 8th Light Cavalry, 8—7, after a very even game.

In the Inter-Regimental at Meerut the Regiment drew a Bye in the first round and met the Royal Scots Greys, who had beaten the 15th Lancers, in the second round. The game was very fast and the ground was playing well. The Regiment won 7—4. In the semi-final, Probyn's Horse played better together as a team than the Regiment, and won 9—4. They were subsequently beaten by the Central India Horse, in the final by 5—1.

In the Subalterns Cup the team drew a bye and again played the Royal Scots Greys, this being the semi-final round. At half time the score was 1—0 in our favour and we eventually won 5—1. In the final the Regiment beat the 4th Hussars by 9—1.

<i>Regimental Team</i>		beat	<i>Subalterns Team</i>	
1.	Mr. Sanderson		1.	Mr. Dixon.
2.	Capt. Aizlewood		2.	Mr. Sanderson
3.	Major Darley		3.	Mr. Frink
Back	Mr. Bolckow		Back	Mr. Bolckow

CRICKET

The Cricket Team had a very good season before leaving Secunderabad. The Inter-Squadron Battery Company Cup was won by "H.Q." Wing. The Inter-Unit Cup was again won, and seven players were selected to represent the Europeans in the Quadrangular Tournament.

BOXING

The Boxing Team was runner-up to the 2nd Bn. The Seaforth Highlanders in the Lahore District Tournament, being beaten by a few points. The Seaforths easily won the Northern Command Championship.

FOOTBALL

The Football Team won the Lahore District Football Tournament.

HORSE SHOWS

IMPERIAL DELHI SHOW

Best Troop Horse (British Ranks). 1st, S.S.M.R.I. Molloy on Red Lady.
Open Tentpegging. 4th, S.S.M.R.I. Molloy (9 consecutive pegs).
Long Distance Ride. 4th, Mr. Moulton Barrett.

RAWALPINDI SHOW

Best O.R's Jumping. 1st, Sgt. Stevens ; 2nd, S.S.M. Cooper.
Best O.R's Best Troop Horse. 2nd, Sgt. Stevens.

SIALKOT SHOW

Best Troop Horse (British Units). 1st, Cpl. Thompson.
Best Section, Mounted (British Units). 1st, "C" Squadron.
N.C.O's and Men Jumping. 1st, S.S.M. Cooper.
Best Pack Horse. 1st, L/Cpl. Maynard.
Open Jumping. 2nd, 2/Lt. G. Barker.

3rd The King's Own Hussars, Abbassia

At the recent Egypt Command Athletic Meeting, held at Abbassia on 20th, 21st, 22nd and 23rd April, 1927, the following were the results gained by Officers, N.C.O's and men of the Regiment :

INDIVIDUAL EVENTS

100 Yards	1st	L/Cpl. Stebbings.
High Jump	Tied for 1st	Lieut. O. F. M. Tudor.
440 Yards	2nd	Tpr. Bixby.
1 Mile Open	3rd	Tpr. Sparrow.
3 Miles	5th	Lieut. M. W. Barnett.

TEAM EVENTS

High Jump	2nd	Lieut. Tudor and L/Cpl. Stebbings.
220 Yards	4th	Cpl. Abbott, L/Cpl. Stebbings, Tprs. Bixby and McRoberts.
Long Jump	3rd	Lieut. Tudor and L/Cpl. Stebbings.
120 Yards Hurdles	2nd	Lieut. Tudor, Cpl. Bennett, L/Cpl. Stebbing and Tpr. North.
100 Yards	1st	Cpl. Abbott, L/Cpl. Stebbings, Tprs. Bixby and McRoberts.

As a result of the above, the Regiment gained fourth place in the Athletic Meeting with a total of 18 points, the winners being the Royal Irish Fusiliers, with a total of 37 points.

This Athletic Meeting was the final event, for which marks were given towards the Best All-Round Unit Cup, for the year 1926-27. In this the Regiment was placed fifth, out of the 14 Units in the Command, with a total of 71 points, the order of the first five Units being as under :

1st	R.A.S.C., Egypt Command	..	..	86 points.
2nd	Royal Irish Fusiliers	..	..	85 "
3rd	Royal Signals, Egypt Command	..	..	84 "
4th	1st Bn. Leicester Regt.	..	..	72 "
5th	3rd Hussars	..	..	71 "

The marks obtained by the Regiment were arrived at as under :

Cricket (third round)	..	..	..	8 points (maximum 20).
Swimming (2nd)	..	..	..	16 " "
Boxing (Semi-finals)	..	..	..	12 " "
Cross Country Run (6th)	..	..	..	8 " "
Association Football (third round)	..	..	..	8 " "
Rugby Football (second round)	..	..	..	8 " "
Athletic Sports (4th)	..	..	..	11 " "
Total				71

Considering its successes at the Egypt Command Small Arms Meeting in October, 1926, at which the Regiment gained second place for the "Congreve Cup" (for the best Shooting Unit), and also at the Cavalry Brigade and R.H.A. Horse Show in November, 1926 (described in the January, 1927, number of the CAVALRY JOURNAL), the Regiment may be said to have had a peculiarly successful year at all branches of sport.

5/6th Dragoons, Risalpur

POLO

Prince of Wales's Tournament at Delhi. The Regimental side, handicapped at 10 goals, was beaten 14—4, by the Maharaja of Bhopal's 31 handicap side.

Delhi Low Handicap Tournament, in which sixteen teams competed, was won by the Subalterns Team, consisting of: Mr. Harding, 1; Mr. Ansell, 2; Mr. Keightley, 3; Mr. Bovill, back.

Meerut (Inter-Regimental). We were beaten 4—3 by Probyn's Horse in the second round. (Subalterns). We met the Scots Greys in the first round and were beaten 7—6 after a hard game.

Rawalpindi. In March, a Regimental Team, consisting of: Mr. Scott, 1; Mr. Ansell, 2; Major Wiley, 3; Capt. O'Beirne, back; won the Tradesmen's Cup for the second year in succession, beating the 12th Cavalry in the final. Twelve teams competed.

SPORTS

During the winter each Squadron held their Annual Sports, and the Regimental Sports took place on 19th March, 1927.

The following is a list of outside events won by the Regiment:

DELHI (Imperial Horse Show)

British Other Ranks, Jumping. 1st, L/Cpl. Roriston; 3rd, S.S.M. (R.I.) Gough.

There were forty-seven entries.

PESHAWAR (Assault-at-Arms)

Dummy Thrusting. 1st, L/Cpl. Hodgson; 2nd, Sgt. Parker; 3rd, Cpl. Murray.

Section Tent Pegging. 1st.

RAWALPINDI (North of India Horse Show)

Best Troop Horse. A Country-bred ridden by L/Cpl. Roriston.

B.O.R's Jumping. 3rd, Tpr. Walker.

FOOTBALL

The Garrison Football Cup (open to Squadrons 5/6th Dragoons, Squadrons R.A.F. and "E" Battery R.H.A.) and the Y.M.C.A. Scissors Cup (open to Nowshera and Risalpur) were both won by "H.Q." Wing.

BOXING

The Garrison Inter-Squadron and Battery Boxing Cup was won by "I" Squadron.

9th Queen's Royal Lancers, Trimulgherry

The Regiment embarked at Port Suez for Secunderabad on the 15th December, 1926.

The Troop Football Cup was won by the Signal Troop, who defeated the Band in the final by 1—0.

POLO

The Regiment brought twenty-three ponies with them from Egypt, and received a batch of forty Argentine 4-year-olds direct from the Argentine on arrival in India. It will be some considerable time before these ponies are trained and acclimatized and the Regiment is able to compete at all seriously in Indian Polo.

BOXING

On the 7th and 8th February the Regiment took part in Garrison Individual and Novices Competitions. The Regiment lost the Individual Competition to the Loyal Regiment by 1 point.

Sgt. Collins won the Heavyweight Championship of the garrison.

SQUADRON SHIELD, 1926-27

Winners.	"A" Squadron.	202 points.
2nd.	H.Q. Squadron.	198 ..
3rd.	"B" Squadron.	125 ..

TROOP SHIELD, 1926-27

Winners.	3rd Troop.	" A " Squadron.	193½ points.
2nd.	1st Troop.	" A " Squadron.	179 "
3rd.	2nd Troop.	" C " Squadron.	174½ "

BOLARUM HORSE SHOW

Major S. T. Usher's Silver Mane, Light Polo Pony	2nd.
Captain L. H. H. Harris's Wilfred, Country Bred, shown in hand	1st.
Captain L. H. H. Harris's Wilfred, Light Weight Polo Ponies, Country Bred	1st.
Captain L. H. H. Harris's Wilfred, Light Weight Polo Ponies, Country Bred. Champion of the Show	1st.
Lieut.-Colonel J. Greene, D.S.O., Heavy Weight Polo Pony, Ruby	2nd.

Ladies' Hacks

Lieut.-Colonel Greene's Ruby, ridden by Mrs. Diggle ..	1st.
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Individual Jumping

Sgt. Anstead	1st.
Farrier Lepper	3rd.

Best Turned Out M.G. Pack

Tpr. Douglas, H.Q. Squadron.

BOXING

The Regiment sent a team to Poona to compete in the Poona Championships. They were beaten in the first round by the Loyal Regiment by 3 points.

INDIVIDUAL CHAMPIONSHIPS, POONA

Tpr. Jones, 9th Lancers, runner-up, Fly Weights.
 Tpr. Lloyd, 9th Lancers, runner-up, Middle Weights.
 Sgt. Collins, 9th Lancers, runner-up, Heavies, after extra round.

SQUADRON HOCKEY SHIELD

Winners, " B " Squadron ; runners-up, H.Q. Squadron.

SQUADRON FOOTBALL SHIELD

Winners, H.Q. Squadron ; runners-up, " A " Squadron.

11th Hussars (P.A.O.), Shorncliffe

The Regimental Point-to-Point Meeting was held at Smeeth on 16th March. The following being the results :

REGIMENTAL RACE

1st	Capt. G. Eustace-Smith's Summerbell	Owner
2nd	Major C. W. M. Norrie's Fanstown	Owner
3rd	Capt. J. M. Blakiston-Houston's Jane	Owner

SUBALTERNS RACE

1st	Mr. G. W. Pennington's Nothing New	Owner
2nd	Mr. A. G. Miller's Beau Chadagh	Owner
3rd	Mr. R. A. G. Bingley's Golden Melody	Owner

GOVERNMENT CHARGERS RACE

1st	Capt. N. C. M. Sykes' Dark Flight	Owner
2nd	Mr. R. A. G. Bingley's Auntie Mabel	Owner
3rd	Capt. J. F. B. Combe's Tipperary	Mr. Miller

The Open Nomination Race was won by Major C. W. M. Norrie on his own horse Queer Times.

The Regiment nearly brought off a unique double in Grand Nationals, Capt. W. I. Leetham winning the Indian Grand National on More Sanity and Mr. G. W. Pennington only just failing at Aintree on Bovril III.

Polo is going strong at Shorncliffe, but was rather spoilt during May owing to lack of rain. It was hoped to hold a Tournament then, but this had to be abandoned owing to the hardness of the ground.

11th P.A.V.O. Cavalry, Sialkot

The 11th P.A.V.O. Cavalry F.F. held the finals of their Regimental Sports at Sialkot on 12th February. Risaldar Major Sant Singh I.D.S.M. and the other Indian Officers were at home to the Indian Officers of the garrison, and Jemadar Ghulam Rasul and the Regimental Clerical Establishment were at home to the Clerical Establishments of other Indian Units. The following pensioned Indian Officers were present as guests : Captain Arjun Singh Sardar Bahadur, Captain Narain Singh Sardar Bahadur, Lieut. Sher Singh, Risaldar Aslem Beg, Risaldar Atma Singh, Jemadar Hussain Bakhsh, Jemadar Jahangir Khan, Risaldar Malik Muhammad Nur Khan, O.I.M.

Lieut. Kunda Singh Sardar Bahadur, I.O.M., I.D.S.M. unfortunately misunderstood the date of the invitation and arrived after the sports were over.

At the conclusion of his visit Jemadar Jahangir Khan, who served in the 23rd Cavalry F.F. for over forty-two years and who, as a serving soldier took part both in the Kabul-Kandahar march and in the great war, during which he served for four years in Mesopotamia, wrote a letter to the Commandant saying that in honour of his long service with the Regiment, he intended leaving on his decease his ten medals to the officers' mess.

The Phillot Challenge Sword for the best Indian Officer-at-Arms was competed for in the Sword, Lance and Revolver event, and won by Risaldar Major Sant Singh, I.D.S.M., who also won it in 1924 and 1925. Woordie Major Jemadar Mangal Singh won the Dummy Thrusting for Indian Officers. The Muhammad Amin Silver Challenge Lance for Tentpegging with Swords by sections, was won by "H.Q." Squadron with a very good score of 56 out of a possible 66. Jemadar Mohkam Chand's prize for Quartermaster Dafadars and Clerks was won by Lance Dafadar Teja Singh.

The Squadron Challenge Cup, awarded to the best all round squadron is competed for throughout the year, marks being awarded for Turn Out, Musketry, Revolver, Hotchkiss and Vickers Shooting, Discipline, Education, Signalling, Horse-management, C.O's. Inspection and Sports, was won by "H.Q." Squadron (Capt. G. Carr White) with a total of 634 points. "A" Squadron (Sikhs) were second with 615 points; "B" Squadron (Dogras) scored 546; and "C" Squadron (Punjabi Mussalmans) 522.

At the close of the proceedings the prizes were presented by Mrs. Dashwood Strettell, the wife of the Commandant.

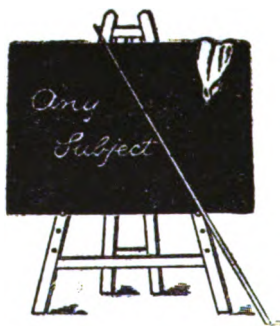
Royal Canadian Dragoons

A disastrous fire occurred at Stanley Barracks, Toronto, on the evening of 7th February, in one of "B" Squadron Stables. The fire commenced in one of the feed rooms, where there was a little hay stored. When it was discovered by the sentry, the smoke was so bad that great difficulty was experienced in getting the horses out of the stables. There were seventy

horses in the row of stables, the fire starting in the centre. Nine horses could not be got out before they were suffocated and thirteen others had to be destroyed afterwards, due to pneumonia and burns. The damage done to the stables, which were of wood and built during the war, as a temporary structure, was not very great.

In addition to the twenty-two troop horses lost, one private charger and the Regimental Mascot were lost. The latter was a small Shetland stallion, "Billy," which had been overseas and wore two medal ribbons and was a great pet in the Regiment and in Toronto, where it often collected money on Tag Days for the Toronto S.P.C.A.

Captain D. A. Grant, M.C., R.C.D., has just completed two Tours with the 1st Royals at Aldershot and Hounslow, on exchange. He has returned to "A" Squadron, R.C.D., at Cavalry Barracks, St. John's, P.Q.



HOME AND DOMINION MAGAZINES

Brev.-Major B. C. Denning in an interesting article, "The Influence of Intelligence upon the Tannenberg Campaign," in the March number of the "Royal Engineers' Journal," states that "the Russians possessed a considerable superiority in cavalry, but had no conception of the use of the mounted arm for the purpose of obtaining information," and adds the further damning sentence, "had the Russian cavalry followed up the German retreat after Gumbinnen, surely no Battle of Tannenberg could ever have developed as it did." Another very readable article is that by Brig.-General H. H. Austin, on "Waziri Ways." The reviewer of a learned book entitled "The Divining Rod" concludes that in future an official and experienced dowser should be available at headquarters of any force in the field, and certainly some amazing examples are given of the curious science of dowsing. Sometimes, it is true, the dowsers find water "unfit for drinking," but there are, of course, people who hold that all water is so. Some sort of a dowser would be very useful to the authorities in the Land of Bootleggers; it must surely be more easy, and more pleasant, to detect hidden cases of whisky than unseen springs of water.

There is good news in the first article of the March number of the "Journal of the Royal Army Medical Corps." It appears to have been definitely proved that "the antigenic properties of a gonococcal vaccine are practically all contained in the alpha nucleo-protein and beta nucleo-histone components of the polar bodies." This, whatever one's sympathy with the polar bodies, is very gratifying. An Army Surgeon's Experiences in South Africa, 1843-46, is continued, and we read how, in his spare time he pursues hyenas and shoots hippopotami, and what a high opinion he has of "Mrs. Captain Ward, 91st Regiment, who is quite a treasure, sings ballads in almost every

European language, plays the guitar, dances and beats the castanets." Those readers of the CAVALRY JOURNAL who are fathers, or mothers, may like to know of a book, "The Hygiene of Infancy"; this, according to the R.A.M.C. reviewer, contains a number of questions propounded by Baby, entitled "What Baby wants to know." From what I know of babies I venture to guess that one of the things he wants to know is "What is the good of this b—— binder." The Army Surgeon, in the April number, continues to prattle very pleasantly about South Africa in the middle of the last century. He describes a scrap with the Caffirs, meets at Algoa Bay, "one of the most beautiful Angels in white satin," and at Capetown he likes "my Colonel well and his wife better." Lest anyone thinks this is a prelude to some scandal long ago, let me hastily add that the writer alludes almost in the same sentence to his "virtuous couch."

In the May number there is an account of the Cholera Epidemic of 1926 in Shanghai, where it is reassuring to learn "even in times of epidemic cholera the foreign population is not seriously affected." There is also a useful article on the writing of Appreciations, which contains the wise advice "In an examination paper better say too little than too much."

Ex Africa semper aliquid novi. The same may be said of the "Veterinary Journal." I began reading the April number knowing very little about milk except that it blends agreeably with rum, especially on cold mornings. Now I know quite a lot about it, as this number is a kind of milky way to knowledge. Let me hand on what I have learnt. A quart of milk is as nutritious as 9 eggs or 1 lb. of beef. It simply swarms with calories of energy. If you drink—not at one sitting of course—£35 worth of milk you feel just as energetic as if you had eaten £134 worth of eggs. When you milk, do so with clean and dry hands; groom the cow daily, paying particular attention to that part of her anatomy whence floweth the milk; keep dogs *and cats* (what a task!) away from the milk; lastly—and I am very sorry to learn it—a milking machine is far more efficient than "My pretty maid." However, on second thoughts, this is perhaps natural. No one except a lunatic or

a Robot, would invite a milking machine to go for a stroll with him to the neglect of its duties. I think any parent who reads this number of the "Veterinary Journal" will agree with S. T. Coleridge's daughter, who addressed a cautionary poem to her little son (who apparently had strayed into the cellar) ending with :

"The excellent fluid that comes from the cow
Is better than wine for my Herbert, just now."

This April number awakened such wide-spread notice that the May number also is devoted to the "milky mothers of the herd," though not to the total exclusion of other subjects of absorbing interest. For example, there is a delightful little "Note on the Castration of Polar Bears," which should be useful to all contemplating a visit to either of the Poles. It seems that it is difficult to anæsthetize bears. "About 1½ hours after taking the chloral he began to yawn. The yawning became almost uninterrupted and then loud growling occurred." Which really sounds very like the smoking room of a club when the club bore has got well going. But, unfortunately, bores cannot be treated as if they were polar bears.

F. J. H.

"The Strathconian," the Regimental Journal of Lord Strathcona's Horse (Royal Canadians), which has been dormant for a number of years, has been revived. The first number, that of March, 1927, of the new issue is excellent reading and there can be no doubt that the revival will be a success.

F. J. H.

"The Fighting Forces," April, 1927. Perhaps the most striking feature of this number is the frontispiece—"Modern Warfare"—a photo of an aeroplane dropping white phosphorus bombs on a battleship, and doing it so well that the ship appears practically obliterated. In a motionless sea rests a motionless and apparently gunless battleship, while a gigantic aeroplane sails gently over the ship at a height of about 200 feet. What do the Admiralty and "Neon" say to this prophecy of modern war ?

Apart from this, the most interesting article is that on Moroccan methods of fighting, by Commandant Lambert. He discusses both the tactics and mentality of the Moroccans, and shows clearly what a formidable type of enemy they are. Commander Kenworthy returns to the attack on the existing Trinity of the Services, and advocates the Ministry of Defence. He is interesting, but does not get one much further. He maintains that the vested interests in the Services must not be allowed to stand in the way of reforms, regardless of the fact that the main stumbling block has really always been the vested interests of the politicians, and in his remarks on the Committee of Imperial Defence, he appears to ignore entirely the many permanent sub-committees continually sorting out and examining details of strategical problems. Colonel Fuller has another article on "Tactics and Mechanization." He is of real value here when he is insisting on the necessity of thinking in functions—"We must cease to think in names, and must learn to think in tactical functions," and in his remarks on the use of ground. He is inclined, however, to deal in generalities, which do not help the officer of to-day in carrying his principles into practice. He accuses soldiers of reaction, and compares them with a carpenter, of whom he writes: "He does not get his back up and fight the new tool tooth and nail. Yet this is what the soldier does with every new weapon invented; frequently he looks upon an invention as a personal insult." Isn't this stick getting rather worn out? All the average soldier asks is to get the same chances of handling the tool as the carpenter, and to get some clear explanation as to its employment from the experts in its use, seeing that financial and experimental difficulties must necessarily place certain limitations on the number and types that can be made available. True visions of the future are difficult to obtain unless one first has a clear picture of the present.

The number includes articles on early British medals, naval subjects, and has two or three quite good stories.

"Canadian Defence Quarterly," April, 1927. This periodical still keeps up a particularly high standard, and includes articles

of the most varied interest. From a cavalry point of view, there are two clear historical analyses—one of the cavalry action during the German offensive of March, 1918, and the other—"10-8-18"—a personal account of the operations of the Canadian Cavalry Brigade on August 10th, 1918, by the officer who was doing galloper to the General in Command of the Brigade.

There is an excellent discussion of the strategy of the interior and exterior lines of operations, as exemplified by the campaign of Tannenberg; an illuminating account of the Red Army in Russia; and further articles ranging through China, the Baltic States, Air Power, and the Power of Religion in War.

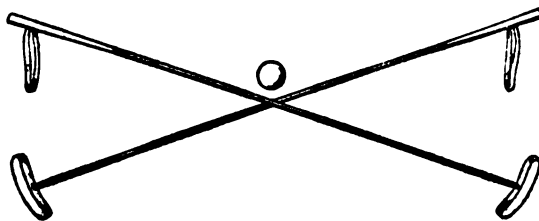
"The Journal of the United Service Institution of India," April, 1927. This number includes an article which should be of great value to everyone—"Keeping Touch," by Captain Gilbert. The writer shows the great difficulty a soldier has to-day in keeping touch with the multiplicity of views expressed in the ever-increasing number of Service journals. To read all current military literature is impossible, and he gives most excellent advice as to how to read so as to combine a study of past wars with that of modern ideas.

A reprint from a lecture at the Army Headquarters Staff College on R.A.F. co-operation with the Army gives a clear picture of the rôles of various types of co-operating machines, and gives examples of their employment with an infantry Division. There is a useful article on retirements and the conduct of rear-guards based on an analysis of actual examples from the history of the last and other wars, which is of special value, as the writer discusses the question from the highest formations down to the M.G. platoon. It is a pity, however, that the sketches and maps of this Journal are always on such bad paper. The number concludes with two entertaining articles on "Some Early Articles of War," and the "Colours of Armies," and with a suggested scheme for progressive training.

HOME MAGAZINES

The Editor acknowledges with thanks the receipt of the following :

TITLE	DATE
<i>The Journal of the R.A.M.C.</i> ..	March, April and May, 1927.
<i>Proceedings of the Canadian Cavalry Association</i>	1926.
<i>On the March</i>	March, 1927.
<i>The R.T.C. Journal</i>	March, April, May and June, 1927.
<i>The R.E. Journal</i>	March, 1927.
<i>The Wasp</i>	April, 1927.
<i>The Strathconian</i>	No. 1.
<i>The Veterinary Journal</i>	April and May, 1927.
<i>Ypres Times</i>	April, 1927.
<i>The Scarlet and Green Journal</i> ..	No. 2.
<i>The White Lancer</i>	May, 1927.
<i>Artists Rifles Journal</i>	Spring Number.
<i>Faugh-a-Ballagh</i>	April, 1927.
<i>The R.A.S.C. Quarterly</i>	April, 1927.



FOREIGN MAGAZINES

THE April number of the United States "Cavalry Journal" is both interesting and instructive. General McClelland, in concluding his story "With the Indian and the Buffalo in Montana," shows that the problems which confronted the American troops in their expeditions against the Indians, were by no means easy of solution. In fact, the retreat of Chief Joseph with his force of about 300 men for a distance of over 1,600 miles has been compared to that of Xenophon and his Ten Thousand. There is a critical analysis of the Cavalry combat at Volchkovtsy (also named Jaroslawice), which will be of interest to all students of Cavalry *v.* Cavalry combats. Captain W. F. Pride writes an instructive article on the Principle of Mass, *i.e.*, Concentration of Superior Force, as applied to small cavalry units, and he quotes historical incidents of the observance and non-observance of this principle of war.

"A Record Ride" contains an account of a remarkable long-distance ride by a party of three, in which 150 miles were covered in 22½ hours. No previous training had been carried out. The pace was practically a continuous trot throughout. It is, therefore, remarkable that the only injury was one sore back. An interesting article entitled "Economy in Maintenance of Mounted Units" advocates the fixing of the rations in proportion to the weight and size of the horse and to the work it is required to carry out. This, of course, is a method that has already been partly put into force in the British Army.

In "Foreign Military Notes" there is mentioned a fact about the Japanese Cavalry that is not generally realized. This is, that Japanese remounts are not trained by cavalry troopers but by special horse trainers, who are usually ex-soldiers.

Grooming machines are discussed under "Topics of the Day," and it is affirmed that the great majority of horses like the sensation; the cartoon in the April number of the CAVALRY JOURNAL (British) does not confirm this! The principal advantages claimed for these machines are a saving of time and labour and more thorough cleaning, whilst "the principal disadvantage is lack of practice in hand grooming which will always be necessary in the field. Opinions differ in certain other features such as massage effect; efficiency on long-haired, wet or muddy animals; and the danger of use around the head and below the knees and hocks."

O. J. F. F.

The "Revue de Cavalerie" for March-April has two articles on Morocco and a lively article on *Le coup de main* which the author, Captain Schlessner, describes as *un sport de cavalier* and yet, as he points out with regret, the *Règlement de cavalerie* is absolutely dumb on this point. It is, he thinks, time that an official *Manuel du Patrouilleur*, embodying the lessons of the war, was issued. An interesting article on the Cavalry of the Rumanian Army points out that there has been but slight reduction of this arm in that country. Before the war there were twenty-two cavalry regiments, now there are twenty-one. Rumania is practically self-supporting as regards remounts, and has a neighbour in Soviet Russia possessing *une cavalerie nombreuse et de bonne qualité*. In addition to the *Rostori* or Regulars there are the *Calarasi*, who appear to be a sort of compound of Cossacks and our Yeomanry. The *Chronique Sportive* contains an article translated from an Italian periodical which states categorically *La vitesse compte. La vitesse compte toujours. La vitesse ne peut pas ne compter*. This would appear to be, like the remark of the dogsmeat man when the maidservant told him that he was no gentlemen, a "self-evident proposition."

The best thing in "La Guerra y su Preparacion" for February is a lecture by Captain Martinez Gómez on the Strategy of the Seven Years' War. The author deals with the years 1760-62. I had always thought that the Austrian Mack

was the most incompetent commander who ever lacked even a "general idea," but it would appear that the Frenchman, Soubise, runs him close. There are some delightfully damning statements about this general. "Louis XV had an army of 160,000 men, more than enough to conquer Germany—save for the fact that it was commanded by Soubise." "Soubise lacked skill: sometimes his lack of skill soared even to the heights of idiocy." "Soubise, as was ever his custom, remained inactive" and so on and so on. I find on looking into Soubise's career that these criticisms are justified; for example, an allied General said to him: "What is the matter with you is that when the enemy advances you retreat, and when you ought to advance you stop short." Napoleon gave him a very nasty testimonial: he was *de la plus parfaite incapacité*. Another useful article deals with military education in Italy. The March number has an interesting article on the Mediterranean from a political point of view. The Mediterranean Balance of Power which, before the war was comparatively stable, now shows a deplorable tendency to wobble. Other useful articles deal with Military Hygiene and the 1927 French Army Estimates.

In Part 3 of the "Schweizerische Monatschrift für Offiziere aller Waffen," Colonel Lebaud, in his *Impressions de guerre*, continues to be delightfully critical. He complains (surely with justice) against an order that grey-haired soldiers must dye their hair with permanganate of potash, and draws a character sketch, not altogether flattering, of General de Langle de Carry (*sic*) and one even less flattering of a General W. The latter discovered in a dug-out a *Vie Parisienne* representing in an illustration (as it so often does) *une petite femme dans une tenue ultra-légère et une pose des plus aguichante*. This he denounced as *une ordure*, an art criticism which made even the good abbé remark *Il va un peu fort le général*. On another occasion, General W. instead of congratulating some of Colonel Lebaud's men on a particularly gallant act, coldly remarked *qu'ils avaient les cheveux trop longs!* It is curious that so pious an officer should have forgotten Samson. There are

none of the Colonel's "Impressions" in Parts 4 and 5, which, however, contain an interesting article on the action at Neufchâteau, 22nd August, 1914.

The Austrian "Militärwissenschaftliche und Technische Mitteilungen" for March-April is largely devoted to Tanks. Colonel Kolossowsky's series of articles on the Red Army of the Soviet Union are brought to a conclusion. The author is of opinion that it is well-suited for operations in any Eastern European theatre of war. In the May-June issue, General Horsetzky writes on the Mt. Asolone actions at the end of October, 1918, and there is an interesting article on "Athletic Sports in the British Army," special attention being drawn to *Fussball* and *Kricket*. We are told, by the way, that *der Regiment Wales* is *das beste Rugby-Regiment im ganzen britischen Heere*.

Parts 1 and 2 of "Wissen und Wehr" for 1927 are chiefly occupied with the European War, save for an article in Part 2 by Major E. von Frauenholz dealing with the Spanish operations in Morocco. The author sums up the Riffian well. He is by nature a brigand, he thoroughly enjoys a fight, he hates all foreigners; and when there are no foreigners to fight, these engaging folk keep their hands in by fighting among themselves. Nor are their weapons obsolete, for they take a peculiar joy in modern machine guns. Part 1 has as a Supplement a case of maps and plans dealing with the Marne (1914), elucidated by Colonel von Mantey. Part 3 is chiefly taken up by another of the interminable articles on the miscarriage of von Schlieffen's plan of campaign. "Had it been properly carried out it would inevitably have led to a decisive victory." But it wasn't—so it didn't.

F. J. H.



RECENT PUBLICATIONS

CORRESPONDENCE.

TO THE EDITOR OF THE CAVALRY JOURNAL.

SIR,—In a review of the January "Canadian Defence Quarterly," in your columns, "H.G.E." gives so false a representation of the views expressed by me that I am constrained to ask the courtesy of being allowed to correct him.

His comment runs: "No defence journal to-day seems really complete without something from the pen of Captain Liddel Hart, who here is represented by two articles on the Re-making of Modern Armies, taken from the *Daily Telegraph*. He has nothing new to say, but merely repeats what everyone agrees with—that the machine gun and the tank are all important. In his gay way, however, he recommends the abolition of the Cardwell system as one of his panaceas, but is careful not to say what is to replace it; while he ends his articles with his usual gibes at the mental outlook of regular officers. One sometimes wonders where it is he meets these regular officers about whose opinions he is always so scathing."

It would be difficult to crowd more reckless statements into so few sentences. "H.G.E." has, I am sure, no intention of being either unfair or offensive, but his very lack of comprehension of this is symptomatic of a type of mind, met with here and there in all armies and all ages, which lays itself open to criticism, but is none the less hurt at meeting it. It is curious that while so sensitive to criticism, even straining an impersonal cap to make it fit their personal head, such soldiers neither weigh their words nor distinguish between the personal and the impersonal in their own criticism. Of "H.G.E." one might even say that his carelessness in discrimination and accuracy is symbolised in his lack of care even to spell my name correctly!

Let me take his points in turn :

"He has nothing new to say"—newness is always relative, but I would ask if "H.G.E." can name any book or article in recent years which has emphasised in equal degree that the machine-gun is the crux of the problem of future warfare ; which has argued on similar lines that the machine-gun and not the tank is the supreme menace to infantry to-day ; which has opposed our present practice of training for mobile warfare ; which has denied the wisdom of mechanising the transport of infantry ; which has pointed out the "smoke" argument for the self-propelled gun ; which has suggested the revival of the Napoleonic system of aides-de-camp, the reform of infantry drill, and the need to make mechanical knowledge a requirement for promotion.

"but merely repeats what everyone agrees with—that the machine gun and the tank are all important"—mark the words "all important." For unless "H.G.E." wishes to plead to reckless use of language, he goes further than I do. And I would like to ask him if he seriously believes that "everyone" of the readers of the CAVALRY JOURNAL, for example, "agrees with" the statement that the machine-gun and the tank are "all important." Or is he in reality a super-subtle tank propagandist, his criticism of my articles a smoke-screen under cover of which he hopes to rally the military conservatives to his side and persuade them that they all believe in mechanised armies ?

"In his gay way, however, he recommends the abolition of the Cardwell system . . ."—"H.G.E." wonders where I meet a certain type of officer. I, in turn, wonder how he can be serving in London without knowing that the one argument of mine to which he allows originality is the one argument that is definitely not original. For I should have thought that the general discussion of the present difficulties created by the Cardwell system would have percolated to him.

"While he ends his articles with his usual gibes at the mental outlook of regular officers."—I never mention nor imply the term "regular officers." Any criticism is not only impersonal

but carefully distinguishes between the particular and the general. Can one attack oneself? Is not every advocate of mechanisation to-day a regular officer?

But I would remind "H.G.E." that not all soldiers have been careful to discriminate. It was Marshal Foch who, since the war, said "The military mind always imagines that the next war will be on the same lines as the last. That has never been the case and never will be." He spoke from personal experience, for watching the air Circuit de l'Est in 1910, he had declared "That is a good sport, but for the army, the aeroplane is nought."

And I would also remind "H.G.E." that a military writer who pretends that all is for the best in the best of all possible armies does more harm than good to the interests of the Army. For the public will not believe him. A candid recognition that military history reveals great blunders and blindness as well as great captains, the blending of acclamation with frank criticism on specific points, is essential. It is the only way in which a military writer can serve the Army and counteract the unfortunate belief of a vast body of public opinion of which Mr. H. G. Wells was the typical spokesman when he said that the soldier "is, from his underexercised brain to his over-decorated buttons, antiquated and altogether ineffective without our help."

I am, Sir,

Your obedient Servant,

April 8th, 1927.

B. H. LIDDELL HART.

"The Great Delusion." By "Neon." (Ernest Benn, Limited.)

"Air Facts and Problems." By Lord Thomson. (John Murray.)

"Basic Principles of Air Warfare." By "Squadron Leader." (Gale & Polden.)

Propaganda, if not carefully controlled, may often react against its author, and there is little doubt that considerable harm has been done to the cause of aviation by the inordinate claims of air extremists. "Enthusiasts are apt to claim too

much for aviation," says Lord Thomson, in the preface to "Air Facts and Problems," "and . . . to fly before they can walk and to talk before they can fly." "Neon's" critical analysis and resultant scathing indictment of these claims may therefore do more to help the genuine progress of the air than the propaganda of even a moderate like Lord Thomson; it may make people face facts. It is a pity, therefore, that "Neon" has spent so much time on the airship, as even most extremists will acknowledge that this is really only in the experimental stage, and that its future is vague. It is on the economical side of the air question, however, that this author is at his best. He shows how difficult it will be for a form of transport, which has to be provided with large engine-power for the simple lifting of its load, to compete commercially with other forms where tractive power alone is needed; while his apparently irrefutable figures, showing that every mile flown by Imperial Airways costs the taxpayer 3s. 4½d., give one furiously to think! It is difficult, too, to see, as he points out, how a passenger service of any great extent can be produced by a transport which depends entirely on the efficiency of a machine, not only for moving the passenger, but also for his actual safety.

"Neon" deals clearly with the military side of aviation, and disposes of many of its more fantastic claims, emphasizing at the same time the lack of discrimination possible in most air attacks. He surveys the last war, actions in Morocco, on the North-West Frontier of India, and in Syria, and the series of manœuvres at home since the war; as a result, he somewhat naturally asks where are the foundations for all the claims made by Air fanatics.

Finally, he deals with perhaps the most important problem of all, and one which always seems to be shelved by air propagandists—the provision of oil fuel. We are told to rely more and more on the air for all Imperial strategical purposes, and yet the very existence of that weapon is dependent on other nations. What is to happen to this primary defence weapon of the propagandists, if the bulk of the world's supply of petrol is closed to us in war?

Lord Thomson's book, composed chiefly of a series of articles written for the *Chicago Daily News*, falls rather flat after that of "Neon," moderate though it is in its claims, on the whole. He deals with all aspects of aviation on conventional lines, but bases few of his conclusions on proved facts. When he does try to produce facts, he chooses the usual case of Iraq, and produces the usual somewhat distorted facts. "Events have justified," he writes, "what was considered a bold and hazardous experiment. To-day, law and order are maintained throughout Iraq almost entirely by a detachment of the Royal Air Force, which performs the functions of Air Police. Eight squadrons of airplanes, *supported by a few battalions, some armoured cars and tanks and a few brigades of local troops,* have replaced a British garrison of close on 50,000 fighting men." (The italics are those of the Reviewer.) This is the usual picture painted by the air propagandist, though the "justification" would seem to be rather premature, as the system has not really been tested. In his own words, also, it is clear that there is a very large force on the ground to enable the Air Force to function; while the figure of 50,000 is most misleading, as that was practically the old war garrison, not a re-organized peace one. It is propaganda of this sort which produces scepticism among those who really look into the problems. Mr. Baldwin's statement, quoted by "Neon," should hang as a text in the rooms of all propagandists: "Facts must be faced. You can avoid some of the facts all the time and all the facts some of the time, but you cannot avoid all the facts all the time."

It is rather a relief to come from both these books to the one by "Squadron Leader," which is the most practical and sane contribution to genuine co-operation that the Reviewer has yet seen. The author bases his claims on proved facts, and his goal is co-operation, not independence. He deals with every aspect of aviation in war, and, although his tendency to repetition makes the reading rather tiring, the book is one which ought to be read by everyone anxious to see co-operation and a common doctrine in the Services. He defines very clearly the true rôles of aircraft in all the various phases of a struggle,

and points out that—"The use of new weapons will not necessarily change the ultimate character of war. The next war may start in the air—it will not end there."

These three books form an extremely interesting group for the study of air problems, each looking at the question from a different angle; and the whole matter seems aptly summed up by "Squadron Leader," when he says: "The author does not accept the belief that the forces of the air will supplant those of the sea and the land. He prefers to regard all three Services as essentially complementary. That air forces, however efficient and brilliantly directed, will be able to control sea communications or to win battles on land, is a figment which needs little refutation. Progress in the use and development of a new weapon of war is necessarily slow, and its evolution may be equally retarded by enthusiastic advocacy and avowed scepticism."

H. G. E.

"Famous Sporting Prints." Vol. I: Hunting; Vol. II: The Grand National; Vol. III: The Derby. (Published by The Studio, Ltd., Leicester Square, W.C. 2.) Price 5s. each.

Sporting prints have always been dear to the hearts of Englishmen and they are especially popular nowadays, but hitherto, the drawback to a collection of these prints has been their expense. In this series, published by "The Studio," the price is so small that these excellent prints are brought even within the range of the impecunious subaltern's purse. A new method of colour-printing, known as the "Blackmore Tintex," is employed and the reproductions, which are on unglazed paper, are very effective.

The first volume consists of an Introduction on Hunting Prints by T. Romford and of eight plates depicting fox hunting scenes by J. Pollard, J. D. Paul, Charles Hunt (after F. C. Turner), S. Howitt, J. Harris (after J. F. Herring, Senr.), H. Alken, and J. Clarke (after H. Alken). To the mind of the reviewer, "A Struggle for the Start" and "The First Ten

Minutes" are the most picturesque. The volume makes a very good collection of hunting pictures and those who hunt or are interested in the chase, should add it to their bookshelf or use the prints to adorn their walls.

The second volume contains a short but very interesting history of the origin of the Grand National, and eight plates by J. Harris (after F. C. Turner), E. G. Hester (after J. Sturges), and C. Hunt. These pictures aptly depict the origin and history of this famous race. It is interesting to read how Becher's Brook earned its name and to recall that one of the jumps was a made-up stone wall five feet high.

The third volume is devoted to that Classic, "The Derby" and contains eight excellent plates, engraved by Whessell, T. Sutherland, James Pollard, Charles Hunt and by Messrs. Stuart and Hunt. Among these plates is included one of "Eleanor," which was the first filly to win the Derby (i.e., in 1801). Plate VIII, "The Start for the Memorable Derby of 1844" reminds us that the race was won by an over-aged colt, cunningly substituted for the entrant "Running Rein." The perpetrators of this fraud were afterwards brought to book.

This volume is well up to the high standard of the two previous volumes.

Volume IV, which is now in preparation, and which will be ready in September, will deal with "Coaching."

The series contains a selection of the best prints illustrative of old English sporting life, and is a very welcome publication, on which "The Studio" is to be heartily congratulated.

"The Study of War" For Statesmen and Citizens. Edited by Sir George Aston, K.C.B. Longmans. 10s. 6d.

This book consists of a series of lectures arranged by the Military Education Committee of the University of London, and is one which should certainly be read by all students of war. It opens with an introductory lecture by Sir George Aston, emphasising the necessity for a study of war not only by the Services, but by all members of society. "British students cannot afford to confine their studies to the contin-

ental view of warfare, as simply a question of conflict between armies." The writer also considers, in spite of the usual ideas, that war is neither an art nor a science; it is more analogous to business competition; and he very justly emphasises that "the abolition of war between nations is more likely to be furthered by knowledge than by ignorance of its realities."

Sir Charles Oman continues the argument in a very interesting "Defence of Military History." He discusses and denies the complete truth of the "evolution" theory of history, because war, with all its uncertainties, has often entirely altered situations. "Military history must be studied," he writes, "because it gives the explanation of many of the great cataclysms which break up the annals of the world into separate epochs. The fighting man has occasionally put the clock forward or back in the most unforeseen fashion." "What touches all is the business of all," he says further on, so it behoves us all to investigate, "otherwise we shall have a lop-sided history of the world, as I fear is too much the case at present, when there are scores who study the development of the woollen industry or of steam navigation, for one who tries to make out the true history of the introduction of gunpowder into war, or of the rise of modern standing regular armies."

Vice-Admiral Sir H. Richmond contributes two lectures on sea warfare, which deal with this subject in its larger aspects. He analyses very clearly the modern ideas of blockade and of the convoy system, and shows how the "cover" is provided by the main fleets so that blockade, convoy system, and communications can be maintained. He emphasises the fact that modern sea warfare is a combined operation, and the plans for it "cannot be germinated in the womb of any one department." He explains the vital necessity of the naval bases, garrisoned and defended by the Army, and shows the true role of aircraft in modern sea war—"Instruments alter; principles remain; a fact which those who so loosely talk of the new weapons—the submarine, the aircraft, and the mine—having 'revolutionised' warfare would be wise to bear in mind." He discusses the vexed question of capital ships, and finally, concludes by

confirming the words of Lord Halifax in 1694 : " The importance of our being strong at sea was ever very great, so in our present circumstances it is known to be much greater ; because, as formerly, our force of shipping contributed greatly to our trade and safety, so now it is become indispensably necessary to our very being. It may be said now to England : ' Martha, Martha, thou art busy about many things ; but one thing is necessary.' To the question, ' What shall we do to be saved in this world ? ' there is no other answer than this—Look to your Moate. The first article of an Englishman's creed must be that he believeth in the sea."

Major-General Sir Edmund Ironside deals with land warfare with one lecture more or less devoted to organization, and one to operations. He outlines the whole scheme of military service in the Empire, and points out that " the chief characteristic of the Imperial Military Service is, indeed, the slowness with which they can be developed." His remarks on mechanization should be read especially by all the self-appointed doctrinaires of this subject. " I should like you to meet the armchair critic," he writes, " with the fact that if a vehicle is not a commercial product it will not be forthcoming in large numbers at the beginning of a war . . . The Army is experimenting . . . For the moment it would be insanity to invest our limited money in buying machines which would be obsolete very quickly." The lectures present a balanced and reasoned view of the modern problems to be solved.

The same cannot be said of Air-Vice Marshall Brooke-Popham's lecture on air warfare, which bristles with statements of fact and prophesy which are very difficult to substantiate. In his early paragraphs on air warfare in general he is distinctly interesting, and produces many sound arguments, which, however, completely refute many of his later claims. The principle underlying the whole lecture is that of the multiplicity of rôles of any particular machine, thanks to its mobility ; yet history has proved most clearly that there is no more dangerous conception than this. " A squadron at, say, Singapore may be sent to prevent trouble on the North West Frontier of India,"

he writes, "and if the situation in the Far East becomes serious, could be hurried back to Singapore at short notice." No mobility, however, is going to enable a machine to be in two places at once. One must allow an enemy some sense and skill in the art of war; piecemeal attacks are not going to be made just so as to enable one squadron of aircraft to accomplish all these rôles allotted to it. The deterrent effect, too, of such aircraft would be nil, instead of very great, as the writer claims. Mahan's words, as true to-day as ever they were, should be written in letters of gold at all ports of vital importance to the Empire: "Permanent works, established on sound principles, have the advantage that they cannot be shifted under the influence of panic." The writer makes the usual claims, also, for the complete efficiency of aircraft in controlling semi-civilised countries, and quotes the usual instances, although one would have thought that these claims were decidedly premature, as the schemes have never really been tested yet. He produces the old figures for the comparison in costs between the Air Force and Army régimes in Iraq, regardless of the fact that he is really comparing the cost of a re-organized peace garrison with what was practically the war Army garrison, and that the complications of the Middle East vote render any such comparison of doubtful value. His claims to "the economical and *humane* means" that aircraft provide for carrying out a small war seem strange in view of the fact that promiscuous bombing is really the only weapon they possess.

His comparison of costs throughout is strange. Aircraft are much cheaper than fixed armament for coast defence, we are told, though no figures are produced. Yet fixed armament already exists in most ports, and therefore only requires modification to bring it completely up-to-date, its life is anything up to thirty or forty years at a conservative estimate, and it can be simply put into "care and maintenance" and still be ready at a moment's notice. The lecturer apparently ignores all the outlay on the complicated and expensive ground installations to maintain aircraft, the large care and maintenance personnel required, the replacement of all machines at least every four

years, without allowing for replacements due to accidents, etc., or new designs, while he does not consider the number of machines required to produce the same effect as the guns.

Unlike the naval and army lectures, this one seems to stress everywhere separate action, and to ignore the co-operation of the Services.

The war series is completed by a very interesting analysis of chemical warfare by General Hartley. He explains the necessity for training in defence against gas, whatever international agreements are made as to its offensive use, and shows how this defence is largely one of discipline. "Safety in the last war depended mainly on a trained nose and individual initiative, and in 1918 it might almost have been said of our men, as of the hounds in 'Reynard the Fox':

'Their noses exquisitely wise,

Their minds being memories of smells,'

a standard of defence which it will not be easy to maintain in peace time." He concludes with a moral of real importance to the whole of the nation: "So long as it is necessary to maintain the armed forces of the Crown, it will be necessary to equip them with the most efficient means of gas protection which science can provide, and to maintain their gas discipline at a high level. To omit to do so is to invite disaster. Gas defence cannot be improvised hastily, gas training demands a long apprenticeship.

But of no less importance is the existence of a properly informed public opinion, capable of forming a sane judgment, unbiassed by panic or prejudice, on a problem which at any time may once more become of vital moment to the safety of the Empire."

"The Indecisiveness of Modern War; and Other Essays."

J. Holland Rose, Litt.D., Vere Harmsworth Professor of Naval History, University of Cambridge. G. Bell & Sons. 10s. 6d.

This is a series of essays, written by Professor Holland Rose in that easy and delightful style which makes all his work such

pleasant reading. From the point of view of the study of war, the first two are the most valuable. Here he analyses the reasons for the apparent indecisiveness of modern naval and land warfare. He considers that "by the year 1914, scientific discoveries had outpaced the ability of man either to gauge their efficacy or to work them with full confidence." Part of this indecisiveness he also puts down to the political control inherent in democracies, as "Democracy tends to bring to the front the ablest debaters rather than the most capable administrators—the modern democratic-national state is not well adapted to the working of the complicated war machine of to-day." His arguments on the naval problem are very similar to those of Admiral Richmond, in "The Study of War." A naval decision is even more difficult than an Army one. There are no positions in the open sea of such strategic importance that a threat against them by the main fleet will force the enemy to accept a battle to ensure their security. As a result, "Naval warfare will probably resolve itself into a prolonged blockade, exerted in reality against the enemy's civil population." Indecisiveness on land is due to the masses involved and the difficulty of organising a Jena-like pursuit. At the same time, the comparison the author draws between the attacks on the Western front, those of Caparetto, and those of Allenby in Palestine is based on somewhat debateable grounds. He certainly paints a depressing picture of modern war, owing to the dominance of artillery and the machine gun, and he is doubtful whether modern mechanization will really reproduce the old mobility if national armies are concerned. "The climax of scientific war proves, in practice, to be a *reductio ad absurdum*."

Perhaps the most interesting of the other essays is that on Admiral Duckworth's failure at Constantinople, in 1807, as it shows how valuable a study of past history can be in appreciating modern problems, if one realises the truth of Admiral Richmond's dictum: "Instruments alter; principles remain." "Having passed and repassed the Dardanelles," wrote Duckworth, in a Memorandum in 1807, "and having on the second

occasion seen the batteries which were beginning to be erected, and which, when completed, as they must be at the present time, would render the work still more difficult and arduous, I must, as an officer, declare it to be my decided opinion that, without the co-operation of a powerful body of land forces, it would be a wanton sacrifice of the squadrons of both nations to attempt to force the passage." One wonders whether the prime instigator of the naval attack on the Dardanelles ever read this Memorandum ! It is a most striking case to illustrate the two lectures of Sir George Aston and Sir Charles Oman on the importance of studying war from history, in "The Study of War."

The book includes further essays on Plans of Invasion of the British Isles, the Struggle for the Mediterranean in the 18th century, the Influence of Sea Power on Indian History, 1746-1802, Napoleon and Sea Power, the Prophetic Instincts in Nelson, the State of Nelson's Fleet before Trafalgar, the British Title to Malta, and Chivalry and the Sea.

This is a book which should be on the shelf of any one really interested in the history of war in general.

"Tactical Schemes ; from Platoons to Brigades, with Solution and Notes." By Lieut.-Colonel Kearsay, D.S.O., O.B.E., p.s.c. Gale & Polden.

Colonel Kearsay has attempted to cover the whole of the work of the old Training for War papers for the Staff College and for promotion examinations, and, in the way he has tried to achieve this, he set himself an almost impossible task. It would have been much wiser to have considerably limited the scope of the work, and to have revised it much more thoroughly. The whole gives one an impression of hurry ; the solutions are rather stereotyped and long. This is particularly the case with appreciations. It is thought also that some of the specimen answers provided to particular points in field engineering and similar matters would scarcely be productive of many marks, while some of the information given about the various arms

appears misleading. To be of real value, the book wants drastic editing, revising and cutting.

H.G.E.

"Mount and Man: a Key to Better Horsemanship." By Lieutenant-Colonel M. F. McTaggart, D.S.O. Illustrated by Lionel Edwards. (Published by "Country Life," Ltd.) Price 12s. 6d.

In the second edition of this excellent book the author appears to have dealt successfully with his critics. Colonel McTaggart says: "Unless we can bring ourselves to believe that we can learn from others, and unless we can by close inspection, become convinced that our own personal riding is not as good as it might be, and that awkward positions are not always the fault of the horse, then there is little hope for us."

Few horsemen who have given the forward seat a fair trial, can say that they have not benefited by it, and those few perhaps have not been fortunate enough to have the thing thoroughly explained. In the chapter on balance, the forward seat is admirably explained, and the right and wrong way of sitting in the saddle illustrated. When this method has been adopted, and a study of the new chapters on Flexions and Heads has been made, it will be found that there is only one way to ride and that is "balanced."

It is the abrogation of horsemanship to allow oneself to be the complete passenger, is the dictum in the new chapter on "Lane Jumping."

I would recommend all sportsmen who wish to get more pleasure out of riding the horse, to get a copy of this book, which is admirably written, and illustrated by that well-known artist, Mr Lionel Edwards.

A. R. S.

"List of the Officers of the Bengal Army, 1758-1834." By Major V. C. P. Hodson. (Constable.) 21s.

In these days, when our gratitude to those who have more recently given their lives for King and Country finds expression

in many and diverse ways for all to see, it may be that we are apt to pay insufficient tribute to those gallant soldiers of the past who helped to lay the foundations of the Empire in which we find our present strength. However, by providing us with genealogical and biographical particulars of some 7,000 officers who served in the Bengal Army during a period of seventy-six years, Major Hodson has now played his part in erecting a lasting memorial to that great company of officers who rendered such signal service to our cause in India.

So far, only the first volume has been issued—from A—C (about 1,520 officers). In addition to the introduction, it contains particulars as to date of commission, parentage and service of each officer, and a chronological list of all campaigns, actions and sieges, in which the Bengal Army took part between the years 1756 and 1868.

Major Hodson, who has himself served in the famous Corps bearing the name of his illustrious great-uncle, has treated a formidable task in a manner at once attractive and adequate. Indeed, he is to be congratulated on producing a book of reference which should find a secure place in every library used by genealogists and students of Indian military history. E.J.S.

“Light and Shade in Bygone India.” By Lieutenant-Colonel L. H. Thornton, C.M.G., D.S.O. (John Murray.) 15s.

The author of “Campaigners Grave and Gay” has given us, in his latest book, an interesting and convincing account of the general conditions under which our Empire builders of the late eighteenth and early nineteenth centuries laboured in India. In order to give a thread of continuity to the narrative, the story has been woven round the romantic figure of General Sir David Baird. The whole career of that redoubtable fighter, who survived the horrors of nearly four years of captivity in Seringapatam as a prelude to leading, in person, the storming party which finally reduced that fortress, provides one of the many exceptions to the rules of the proverbs. For, as readers of this book will discover for themselves, his sword was indeed mightier than his pen.

To the general reader, this diverting book, dealing as it does with a period so full of thrilling adventures and stirring exploits, can hardly fail to make its appeal.

But it is to the student of Military History that Colonel Thornton has perhaps rendered his greatest service. A wealth of historical data has been cleverly blended with amusing anecdotes in so attractive a manner that the assimilation of interesting facts and lessons becomes a wholly effortless task. Moreover, if the appetite of those students has become whetted by reading this volume—as would seem almost certain—the list of books of reference which is appended demonstrates the media through which further study can be made.

To those who have not previously delved into the subject it will be a matter at once for admiration and astonishment that our military leaders of those days were able to accomplish anything whatsoever. For, not only were the clothing, equipment and general administrative arrangements totally unsuited to the conditions, but each and every military force was inevitably accompanied by a veritable swarm of human locusts. These latter, in the guise of camp followers, outnumbered the fighting men usually by no less than six to one and interfered with the powers of manœuvre of the striking force to a degree which seems almost incredible to the modern mind.

That such difficulties were successfully surmounted speaks volumes for the “will to win” of the British commanders, several of whom combined to great advantage personal bravery in the field with military sense amounting almost to genius.

E. J. S.

“Vade-Mecum for Field-General Courts Martial.” By Major O. M. T. Frost. (Gale & Polden.) 1s. 6d.

This is a useful little book, which is what it sets out to be, namely, a “vade-mecum” which will be of help to officers studying for promotion examinations and to those who are detailed as Presidents and members of Courts Martial. The book sets out clearly the references to the Manual and is

valuable as a guide to the minute details of the clerical work for which the President is responsible

“A Short History of the British Army to 1914.” By E. W. Sheppard, Captain, Royal Tank Corps. (Constable & Co.) 14s.

Captain Sheppard should go far as a military historian. This work, which is a kind of Brand's *Essence of British military history*, is amazingly compact, concise and clear. And yet it is not dull. It is enlivened with occasional character sketches (that of Marlborough is particularly good), and in the “Notes for Further Reading” whose who wish to go more deeply into the history of any particular campaign will find admirably chosen lists of the best books on the subject. Here and there the author allows his personal opinions and prejudices to obtrude themselves, perhaps unnecessarily. For instance, it gives one a painful shock to find a casual allusion to the “promiscuous and sordid amours” of “that good grey head”; it is equally distressing to find the Lady with the Lamp charged with “domineering asperity,” and it is impossible, at all events for me, to repress the start of disapproval and the snort of indignation on reading that the Grandest of Grand Old Men, the late William Ewart Gladstone, is actually depicted as reluctant to rescue Gordon from Khartoum. Captain Sheppard appears to have forgotten that at this date the Prime Minister was worried with riots in Birmingham and that all-absorbing question, the Redistribution of Seats in the House of Commons, without which, of course, it is fairly obvious that Parliament could not have sat. Which would have been a cataclysmal calamity.

The book naturally touches but lightly and briefly on minor military characters and on administration. For example, those who are interested in such puzzling questions as the identity (more baffling and mysterious than that of Junius) of William Adams, or—that dark secret—the exact date on which braces were introduced into the British Army, will turn over the pages of this book in vain.

I have detected only one mistake, which the author may like to correct in the new edition which, if this book meets with the success it deserves, should not be long in appearing. It was not Wolseley, but Roberts who, on the death of Colley, arrived as Commander of the Forces in South Africa, only to find, to his openly expressed disgust, that the Government had patched up a shameful peace.

The maps are excellent. In several instances I had no difficulty in recognizing, from their shape, what countries they represent. Captain Sheppard is to be congratulated also on the way in which he shows where the land leaves off and the sea begins. Everything is excessively *ciaro* and not at all *oscuro*, as John Ruskin used to say when he thought he had spotted a winner.

If one may be allowed a personal note, the dedicatee, a lady of the very singular name of Peter, should be proud indeed (also bedad, and begorra) that so valuable and important a work has been inscribed to her, a pride which should be shared by those who find their names mentioned in the Preface. Mine is one of them ; as a matter of fact, like good old Abou Ben Adhem's, it "leads all the rest," Which, no doubt, is one of the many reasons why I think this is such an excellent book. I would say to Captain Sheppard, *Macte virtute*, and also, after consulting the dictionary to get the-spelling right, *Euge*.

F.J.H.

"Horn and Hound ; Memories of Hunting." By H. A. Bryden.
(Methuen & Co.). 15s. net.

Mr. Bryden, who began his hunting career in 1868 and who has been fortunate enough to hunt with no less than sixty-seven packs of foxhounds, harriers, staghounds, basset hounds, beagles and otter hounds, has a wide and ripe knowledge, founded on a keen sense of observation. This knowledge he imparts to the reader in a very pleasing and interesting style.

His opinion is that Shows are gradually ruining foxhounds. Although during the last century the foxhound has improved in shape and pace, yet some of the other qualities such as

scenting power, perseverance and voice have been lost. He deprecates "The production of the much vaunted tight, round cat-foot," and states that in consequence of this some hounds are so much over at the knees that they stand on the point of the toes and not fair and square on the sole of the foot. His opinion is certainly to be highly respected. The chapter "Concerning Foxes," recounts instances of their cunning, sagacity and coolness. The author cites the case of a hunted fox stopping in the middle of a run to kill and devour a chicken. There is also a delightful story of a hunted fox, a precipice and a young sapling, which latter being finally cut down, brought to an end the career of this cunning Reynard.

The chapters devoted to Red Deer Hunting are full of life and contain some good descriptive accounts of hunts on Exmoor and cannot fail to be of interest whether the reader is in favour of or against deer hunting.

It will be a surprise to many to learn that there were no less than 320 packs of hounds in France in 1914, compared to 471 in Great Britain. Mr. Bryden explains the method and peculiarities of French hunting, the dress and equipment and the "stirring fanfares and hallalis of French sportsmen." He also discourses on the origin, work and breeding of French hounds.

There are some really interesting chapters on Basset Hounds, Beagles and Otter Hounds, and he ably describes hunts with each.

This book, besides relating the author's experiences of most kinds of hunting, is many-sided, as it also contains chapters on famous huntsmen, on our hunting monarchs, on great riding feats and on English hunting prints.

"Horn and Hound," which is appropriately dedicated to that Grand Old Man of Hunting, Lord North, who at the age of ninety-one years is still a master of hounds, is a very welcome addition to our hunting literature and will be appreciated by all, whether they be experts or novices in the art of the chase.

O.J.F.F.

SPORTING NOTES

THE ARMY POINT-TO-POINT RACES

The Army Point-to-Point races were run at Holdenby, near Northampton, on 22nd March. The results were :—

THE PRINCE OF WALES'S CUP

Grand Military Light-Weight Point-to-Point Steeplechase.

Tiger (Mr. C. B. Harvey, 10th Royal Hussars)	Owner	1
Summerbell (Captain E. Smith, 11th Hussars)	Owner	2
I Like That (Captain E. J. L. Speed, Life Guards)	Owner	3

Won by three lengths ; half a length separated second and third.

LORD BEATTY'S CUP

Grand Military Welter Point-to-Point Steeplechase.

Hard Cash III (Hon. G. Cubett, Royals)	Mr. Hermon	1
Queer Times (Captain C. W. M. Norrie, 11th Hussars)	Owner	2
Jackass (Captain C. G. Turner, R.A.)	Owner	3

Won by a distance ; eight lengths separated second and third.

EARL HAIG'S CUP

Chargers Point-to-Point Steeplechase.

Ismet (Mr. W. L. Newell)	Owner	1
Winburn (Lieut.-Colonel M. Graham)	Mr. C. B. Harvey	2
Yvette (Mr. C. Phillips)	Owner	3

Won by six lengths ; a distance separated second and third.

PYTCHLEY HUNT RACE

Light-weights

Weary (Captain G. W. E. Heath), aged	Owner	1
Irish Maid (Lord Cromwell), 8 yrs.	Owner	2
Layman (Captain A. L. Cameron), 7 yrs.	Owner	3

Heavy-weights

Orbey (Captain J. Elliott), aged	Mr. Allenby	1
Barnback (Mr. C. Cameron), aged	Owner	2
Skylark (Mr. G. Shaw), aged	Owner	3

EARL OF CAVAN'S CUP

Past and Present Point-to-Point Steeplechase.

Royal Sovereign (Captain Knowles)	Owner	1
Live and Learn (Mr. E. Macfarlane)	Owner	2
Valerie II (Mr. J. A. Holmes)	Owner	3

Won by four lengths ; a length and a half separated second and third.

THE CLASSICS

Adam's Apple, a bay colt by Pommern out of Mount Whistle, belonging to Mr. Sofer Whitburn and trained by Cottrill, won the 2,000 Guineas from a field of twenty-three.

It was a magnificent race. In the dip, Call Boy, Adam's Apple, Sickle and Hot Night were all together, with the rest well beaten. Hot Night was the first to weaken and Call Boy and Adam's Apple ran a desperate race home, the latter winning by a head with Sickle half a length away, third. Opinions differed curiously as to which was going the stronger at the finish. We thought the winner was, but as the Derby will have been run before these notes appear in print it does not much matter.

Both Leach on the winner and Elliott on the second distinguished themselves in a thrilling struggle. It is always interesting to compare the result with the weights for the Free Handicap. In this Sickle and Adam's Apple were allotted 8st. 10lb. and Call Boy 8st. 9lb. The form between the first and second therefore worked out to an ounce. Damon was weighted at 8st. 12lb. He was up with the leaders at the bushes, but failed to stay, and probably does not get more than six furlongs, though the Derby may show this estimate to be wrong.

THE ONE THOUSAND

The two-year old form was again confirmed in this race, Cresta Run winning by two lengths from Book Law and Endowment, who dead-heated for second place. The race was run at an extremely fast pace and the winner was always in front after the first furlong. Balding kept her going, and though Jellis and Childs did everything possible to get at her they were unable to make any impression and the win was perhaps more easily gained than the verdict would suggest.

Cresta Run is by Hurry On out of Bridgemount. She is owned by Lieut.-Colonel G. Loder and trained by Gilpin. In the Free Handicap the winner was set to give Endowment 13lbs., and was reported to have gone through her preparation satisfactorily, and yet the betting was 3 to 1 Endowment and 10 to 1 Cresta Run.

The unlucky horse of the race was Beam. In the earlier stages she appeared to be completely out of it, but was making up ground fast at the finish. At the next meeting she won the Haverhill Stakes by eight lengths, and looks like developing into a really good stayer.

THE DERBY

The Derby of 1927 may be regarded as a satisfactory race in every way. With the exception of Money Maker no horse of any note had given way in the last stages of training, there were no untoward incidents during the race, and the first and second favourites filled the corresponding place at the finish.

The race needs little description. Call Boy, drawn No. 22, jumped off in front. He came round Tattenham Corner clear of Shian Mor, Hot Night,

Sickle and Knight of the Grail. The last named then improved his position and for a moment threatened danger, but quickly died away and gave place to Hot Night who steadily drew up to the leader and for a moment almost headed him. The effort however could not be sustained, and Call Boy drawing away and running straight as a gun barrel won by two lengths, with Shian Mor, eight lengths away, third.

It will be seen that two of the field started at 1,000 to 1, a thing we never remember seeing before and which should be impossible in a race like the Derby. We do not say it was so in this case, but there is more than a suspicion that the presence of some horses in Derbies of late years has been due more to the Sweeps than to any chance they can have had of winning. So long as money is given in some of the larger sweeps for starters these horses will be there. The organisers of the Calcutta Sweep have set a good example by giving prizes for all horses drawn, and this should be universally followed. Hopeless animals only increase the size of the field and get in the way of the good horses.

3.0 (3.9).—The DERBY STAKES of 100 sovs. each, with 3,000 sovs. added; breeder of winner to receive 500 sovs.; owner of second 400 sovs.; and owner of third 200 sovs. out of the stakes. About one mile and a half.

CALL BOY, ch. c. by Hurry On—Comedienne (Mr. F. Curzon), 9st.	C. Elliott	1
HOT NIGHT, b. c. by Gay Crusader—Tubbercurry (Sir V. Sassoon), 9st.	H. Wragg	2
SHIAN MOR, b. c. by Buchan—Orlass (Major J. Court-auld), 9st.	F. Lane	3
Treat (Mr. J. P. Arkwright), 9st.	H. Beasley	0
Parker (Mr. C. Austin), 9st.	L. Butchers	0
Son and Heir (Sir A. Bailey), 9st.	B. Carslake	0
Restigouche (Lord Beaverbrook), 9st.	C. Childs	0
Knight of the Grail (Sir D. Broughton), 9st.	F. Winter	0
Buckfast (Mr. R. D. Cohen), 9st.	J. Evans	0
Sickle (Lord Derby), 9st.	T. Weston	0
Adieu (Mr. F. W. Horlock), 9st.	J. Marshall	0
Chichester Cross (Mr. C. Howard), 9st.	G. Richards	0
Hossan (The Aga Khan), 9st.	C. Smirke	0
Jack's Son (Mr. J. Phillips), 9st.	A. Burns	0
Silverstead (Mrs. Rich), 9st.	F. Fox	0
Tattoo (Mr. A. de Rothschild), 9st.	R. Perryman	0
Lone Knight (Eleanor Lady Torrington), 9st.	S. Donoghue	0
Spiramonde (Major J. Walker), 9st.	P. Donoghue	0
Adam's Apple (Mr. C. W. Whitburn), 9st.	J. Leach	0
Birthright (Sir R. McAlpine), 9st.	A. Garnett	0
Flashing Star (Mr. D. L. Wilson), 9st.	R. Dick	0
Applecross (Lord Woolavington), 9st.	J. Childs	0
Stampede (Dowager Marchioness of Queensberry) 8st. 9lb.	G. Bowden	0

Winner trained by Watts, at Newmarket.

Betting.—4 to 1 agst. Call Boy, 9 to 2 Hot Night, 6 to 1 Adam's Apple, 7 to 1 Sickle, 100 to 9 Lone Knight, 22 to 1 each Apple Cross and Shian Mor, 25 to 1 Tattoo, 33 to 1 Treat, 40 to 1 Hossan, 50 to 1 each Birthright and

Silverstead, 66 to 1 each Knight of the Grail, Son and Heir, and Adieu, 100 to 1 each Buckfast, Chichester Cross, Restigouche and Spiramonde, 200 to 1 each Jack's Son and Flashing Star, 1,000 to 1 each agst. Parker and Stampede.

Won by two lengths ; eight lengths separated second and third. Buckfast was fourth and Parker last, except Chichester Cross and Stampede, who returned some time after the others.

THE OAKS

After a magnificent race Lord Durham's Beam defeated Lord Astor's Book Law by a head, with Sir G. Bullough's Grande Vitesse six lengths away, third.

After her two races at Newmarket we had formed the opinion that Beam was the best filly we had seen for a long time, but it was known that the Manton Stable had great confidence in Book Law, and they know to a nicety what is required to win a Classic race. As it happened, these two had the race very much to themselves, and coming down the hill it was obvious that nothing else had a chance. At the distance there was nothing in it, but Beam then drew away and seemed to have the race won. Jellis, however, never ceased to persevere and gradually drew up to the leader. They passed the post locked together and nobody could say which had won until the numbers were hoisted.

Cresta Run was thoroughly upset by the parade and two breakaways and took no interest in the proceedings.

Everyone was glad to see Lord Durham successful. He has been an owner now for nearly fifty years, but the purple and straw sleeves have never yet been to the fore in a Classic race.

Beam is a bay filly by Galloper Light out of Mistrella. She is trained by Frank Butters at Newmarket and was ridden by Weston.

NOTES FROM INDIA

THE PRINCE OF WALES'S POLO TOURNAMENT

Played at Delhi on 14th, 16th and 18th February, 1927.

14TH FEBRUARY

<i>Bhopal</i>	beat	<i>5th/6th Dragoon Guards.</i>
Major Jaswant Singh	(1)	Mr. Keightley
Colonel Jogendra Singh	(2)	Mr. Ansell
Capt. Dalrymple-Hay	(3)	Major Wiley
The Nawab of Bhopal	(4)	Mr. Bovill
14 Goals		4 Goals
<i>Army in India</i>	beat	<i>Royal Scots Greys</i>
Capt. Pert	(1)	Major Pigot Moodie
Major Williams	(2)	Mr. Connal
Capt. Dening	(3)	Mr. Guinness
Major Atkinson	(4)	Major Graham
8 Goals		2 Goals.

16TH FEBRUARY.

<i>Bhopal</i>	beat	<i>Wanderers</i>
Major Jaswant Singh	(1)	Capt. Tatham
Colonel Jogendra Singh	(2)	Capt. Carr-White
Capt. Dalrymple-Hay	(3)	Colonel C. O. Harvey
The Nawab of Bhopal	(4)	Capt. Alexander
7 Goals		2 Goals
<i>Army in India.</i>	beat	<i>Probyn's Horse</i>
Capt. Pert	(1)	Capt. Campbell
Major Williams	(2)	Capt. Taylor
Capt. Denning	(3)	Major Macdonald
Major Atkinson	(4)	Colonel Anderson
9 Goals		2 Goals

THE FINAL

The Army in India team beat Bhopal by 8 goals to 5, after a very fine game. Bhopal were actually the higher handicap side.

It was after this Tournament that the selection Committee decided to ask Captain C. E. Pert and Lieutenant H. P. Guinness to accompany the Army team to America.

THE INTER-REGIMENTAL TOURNAMENT. Played at Meerut.

25TH FEBRUARY—FIRST ROUND

<i>11th P.A.V.O. Cavalry</i>	beat	<i>4th Hussars</i>
Lieut.-Col. J. H. McCudden	(1)	Mr. R. Knight
Capt. P. R. Thatham	(2)	Mr. J. E. Armstrong
Capt. J. P. Denning	(3)	Mr. P. W. Dollar
Capt. G. Carr-White	(4)	Mr. P. J. Robinson
10 Goals		1 Goal
<i>Royal Scots Greys</i>	beat	<i>15th Lancers.</i>
Major Pigot Moodie	(1)	Capt. C. H. Persse
Mr. W. P. Connal	(2)	Capt. C. E. Pert
Mr. H. P. Guinness	(3)	Major E. G. Atkinson
Major J. M. Graham	(4)	Mr. J. A. Greenway
9 Goals		6 Goals.

28TH FEBRUARY—SECOND ROUND

<i>4th/7th Dragoon Guards</i>	beat	<i>Royal Scots Greys</i>
Mr. Sanderson	(1)	
Capt. Aizlewood	(2)	
Major Darley	(3)	
Mr. Bolckow	(4)	
7 Goals		4 Goals
<i>6th D.C.O. Lancers</i>	beat	<i>Royal Deccan Horse</i>
Major Dick Lauder	(1)	Capt. Atherton
Major D. Pott	(2)	Capt. Herrick
Capt. Wordsworth	(3)	Major Jackson
Capt. Landale	(4)	Capt. Wardle
9 Goals		5 Goals

<i>Probyn's Horse</i>	beat	<i>5th/6th Dragoon Guards</i>
Capt. Campbell	(1)	Mr. Keightley
Capt. Taylor	(2)	Mr. Ansell
Major Macdonald	(3)	Major Wiley
Lieut.-Col. Anderson	(4)	Mr. Bovill
5 Goals		4 Goals

<i>Central India Horse</i>	beat	<i>P.A.V.O. Cavalry</i>
Capt. Wansbrough-Jones	(1)	
Capt. George	(2)	
Capt. Dalrymple-Hay	(3)	
Capt. Alexander	(4)	
4 Goals		3 Goals

MARCH 2ND—SEMI-FINALS

Probyn's Horse beat the 4th/7th Dragoon Guards 9—4.

The C.I. Horse beat the 6th Lancers 6—5.

MARCH 4TH—FINAL

The C.I. Horse won 6—1.

THE SUBALTERN'S TOURNAMENT. Played at Meerut.

MARCH 2ND

<i>16th Cavalry</i>	beat	<i>24th Brigade R.F.A.</i>
Mr. M. R. A. Baig	(1)	Mr. B. Pinny
Mr. K. Sheodatt Singh	(2)	Mr. L. C. Aitken
Mr. S. Faiz Mohammed	(3)	Mr. H. L. Cowan
Mr. H. L. Atal	(4)	Mr. J. S. Eliot
7 Goals		4 Goals

<i>Royal Scots Greys</i>	beat	<i>5th/6th Dragoons</i>
Mr. Mackeson	(1)	Mr. Harding
Mr. Connal	(2)	Mr. Ansell
Mr. Baskervyle	(3)	Mr. Keightley
Mr. Glegg	(4)	Mr. Bovill
7 Goals		6 Goals

<i>4th Hussars</i>	beat	<i>15th Lancers</i>
Mr. A. Williams	(1)	Mr. R. Lovell
Mr. J. Armstrong	(2)	Mr. W. Loring
Mr. P. Dollar	(3)	Mr. J. A. Greenway
Mr. J. Robinson	(4)	Mr. J. Topham
7 Goals		4 Goals

MARCH 4TH—SEMI-FINAL

<i>4th/7th Dragoon Guards</i>	beat	<i>Royal Scots Greys</i>
Mr. Dixon	(1)	
Mr. Sanderson	(2)	
Mr. Frink	(3)	
Mr. Bolckow	(4)	
5 Goals		1 Goal

<i>4th Hussars</i>	beat	<i>16th Cavalry</i>
13 Goals		2 Goals

MARCH 7TH—FINAL

The 4th/7th Dragoon Guards beat the 4th Hussars by 8—1.

EQUITATION SCHOOL NOTES

POLO

THE C.I.H. TOURNAMENT.—Played at Saugor on the 14th, 17th, 19th and 21st January, resulted in a somewhat unexpected win for the "Dragon Flies" (Mr. R. G. Byron, 1; Mr. R. Knight, 2; Mr. C. F. Keightley, 3; and Mr. R. O. Byrne, back), from the "Gimlets" (Capt. C. B. Birdwood, 1; Lieut.-Col. M. D. Vigors, 2; Major Dalpat Singh, 3; Capt. E. P. Gilpin, back). The Dragon Flies received $5\frac{1}{2}$ goals on the handicap and won $7\frac{1}{2}$ —5.

Nine teams entered, eight from the School and the 13th Lancers from Jubbulpore.

THE BALDOCK TOURNAMENT

Played at Saugor on 21st, 23rd and 25th March.

FIRST ROUND

<i>"C" Ride</i>	beat	<i>Staff</i>
Capt. T. G. Atherton	(1)	Capt. A. H. H. Fewtrell
Mr. R. Knight	(2)	Lieut.-Col. M. D. Vigors
Capt. C. B. Birdwood	(3)	Capt. H. R. C. Frink
Capt. W. E. D. Robinson	(4)	Capt. E. P. Gilpin
<i>"C" Ride received 3 Goals and won 6—5.</i>		

2ND ROUND

<i>"C" Ride</i>	beat	<i>"A" Ride</i>
		Capt. R. H. Perry
		Capt. G. G. Collyns
		Capt. W. H. Gardiner
		Capt. P. G. M. Baldwin

"C" Ride conceding 1 Goal won 7—3.

<i>"D" Ride</i>	beat	<i>"B" Ride</i>
Mr. R. G. Byron	(1)	Mr. K. Sheodatt Singh
Mr. H. O. C. Bland	(2)	Capt. C. C. Whadcoat
Mr. C. F. Keightley	(3)	Major Dalpat Singh
Capt. T. F. Kelly	(4)	Mr. R. O. Byrne

"D" received 2 Goals and won 7—5.

In the Final, *"C" Ride* conceded $1\frac{1}{2}$ Goals to *"D"* and won $9-3\frac{1}{2}$.

Teams from the School also competed in Tournaments at Jubbulpore, Jhansi, Delhi (low aggregate) and Lucknow, where the "Gimlets" were successful.

RACING

THE STONEWALL CHASE.—A steeplechase open to Staff and Students. Two and a half miles.

Mr. H. O. C. Bland's ch. e. g. Rattler	..	..	Capt. Atherton	1
Capt. E. P. Gilpin's b. w. g. Peter	..	..	Owner	2
Mr. H. O. C. Bland's b. w. g. Ciro	..	..	Owner	3
Come Along (Capt. Goulder) fell.				
Won by a length. 20 lengths.				

THE NETHERAVON CUP.—A point-to-point open to Staff and Students. Three and a half miles.

Capt. E. P. Gilpin's b. w. g. Peter	Owner	1
Mr. K. Sheodatt Singh's b. w. g. Bay Rum. ..	Owner	2
Mr. R. H. M. Hill's br. w. g. " T.N.T."	Owner	3
Capt. C. Goulder's ch. e. g. Come Along	Owner	4
Won by 5 lengths. A distance.		

PIGSTICKING

A party consisting of Capt. Gilpin, 13th Lancers ; Mr. R. Hill and Mr. Akroyd-Hunt, R.F.A. ; Mr. Clements, 4th Hussars ; and Mr. Lazar Bin Prodormas, Iraq Army ; joined the Christmas Camp at Muttra and assisted at the killing of thirty-six pig and one hyena and the shooting of some 300 head of small game.

The Saugor Tent Club Season has been disappointing, only five pig having been accounted for up to date.

HORSE SHOW

The Saugor Horse Show was held on 22nd and 24th March. Generally speaking, the class of animal shown was good. The standard of the jumping and the classes : " Horses, English and Colonial " and " Best Horse in the Show " was exceptionally high. The " Best Horse in the Show " also won the open jumping—a somewhat unusual occurrence.

The Annual Charger and Troop Horse Tests of the Equitation School, Saugor, were held on the 14th, 15th and 16th March. The tests were initiated with the object of encouraging young officers attending the School to buy and train horses of the right stamp as chargers.

The first portion of the test consisted of a long distance ride to ascertain the soundness, condition and stamina of the charger. This consists of a ride of thirty miles at an average pace of 8 m.p.h. on two consecutive days, the whole sixty miles being completed within twenty-four hours, the course being laid over going of all kinds. Immediately on completion of the ride competitors were sent round a circuit of the Chase Course of ten furlongs with seven four-foot fences at an average pace of not less than 18 m.p.h. On the completion of this competitors were given thirty minutes to prepare their horses for a very stiff examination for loss of condition.

The second and third portions of the tests were held on the 16th March. The former being a manege test to prove the manners and training of the horse, the latter being a jumping test over seven jumps of various kinds, all without wings.

On the first day twenty-three competitors were started at three minute intervals. All completed the distance, but three were disqualified for lameness ; the following morning there were twenty starters, all of whom finished.

On checking in the competitors were immediately sent round the chase course. There were a certain number of refusals which reduced the number of starters for the third day's events to eleven. Two refusals entailed disqualification.

On the morning of the third day the Manege Tests were held which resulted in Capt. T. F. H. J. J. Kelly's b. ch. g. Baywindow leading with 238 marks. Mr. Byron's b. w. g. Charlie a close second with 225 marks out of 325.

The final stage—Jumping—took place in the afternoon, with the following results: Capt. Kelly's Baywindow 1st with 318 marks. Mr. Byron's Charlie disqualified, leaving Mr. K. S. Bedi's Surang 2nd, with 288 marks.

There were two other tests, one for British N.C.O's. and one for Indian Officers and N.C.O's.

These tests were held concurrently with the Charger Test and were similar to it, with the exception that the distance in the endurance test was twenty miles, for which $2\frac{1}{2}$ hours was allowed.

The standard throughout the Charger Test was good.

Final results were as under:

BRITISH OFFICER STUDENTS

		<i>Marks obtained out of a possible 425.</i>
Capt. T. F. Kelly's b. ch. g. Baywindow	1st	318
Lieut. K. D. S. Bedi's Surang	2nd	288
Capt. W. B. Aspinall's The Deacon	3rd	285

Of the twenty-three starters, fifteen were Australians, of whom five completed the test, eight were country bred, of whom two completed.

BRITISH N.C.O. STUDENTS

		<i>Marks obtained out of 400.</i>
Bomdr. Hodgson, R.A.	1st	330
Bomdr. Martin, R.A.	2nd	243
L/Sgt. Sheridan, R.A.	3rd	229

In the Indian Officers' and N.C.O's. Test, identical with the above, the winning horse, in obtaining 200 out of 200 for conformation and endurance, 100 out of 100 for jumping without wings, and 43 out of 100 for manege test—stood out as an ideal cavalry horse with true make and shape, stamina, boldness and training.

PIGSTICKING

THE KADIR CUP

The competition for the Kadir Cup took place on the 21st, 22nd and 23rd March in the Sherpur country.

Ninety-six entries were received of which eighty-one faced the starter.

The duties of Hon. Secretary were undertaken by Mr. Benson, R.A. Although a comparatively new comer to the country he proved himself an immediate success, the arrangements throughout being excellent. The country was, on the whole, in first rate condition, though a disastrous fire on the first day burned out a considerable area.

There was a remarkable show of pig and the heats were run off well up to time. The result was another win for Capt. Scott-Cockburn of the 4th

Hussars on his gallant horse Carclew. He has a wonderful record in the Kadir Cup and it will be long before it is equalled, if ever.

The Hog Hunters Cup was won by Mr. H. R. Mackeson, Royal Scots Greys, and the Pony Cup by Mr. J. S. Lowsley Williams, R.H.A.

MUTTRA CUP

The last day of the Muttra Cup competition was run off at Jehangipur and Panigaon. Five teams who had killed three or more pig in four runs were given two more runs each, at the end of which the score was as follows : Muttra Tent Club, Calcutta Tent Club, Royal Artillery Training Centre and Scots "B", five kills in six runs ; Saugor Tent Club four kills in six runs. After lunch, the first four teams had two more runs each. The Muttra Tent Club and Royal Artillery Training Centre killed once each, the others failing to kill, and the final result was therefore : Muttra Tent Club and Royal Artillery Training Centre, six kills in eight runs, equal first. The runners-up were Scots Greys "B" and Calcutta Tent Club, five kills in eight runs.

During the meeting fifty-eight heats were run and thirty-three pig killed, of which twenty-eight were boar of 27 inches or over, ten being of over 30 inches.

CAIRO POLO—SEASON 1926-27

COUNTRY LIFE SALTS TOURNAMENT

1st Round	Horsehairs	beat	9th Lancers "B" + $\frac{1}{2}$	6—2
	15th/19th Hussars "A"	beat	3rd Hussars "B" + $2\frac{1}{2}$	7—3
	Norfolk Regt. + $2\frac{1}{2}$	beat	9th Lancers "C"	7—6
	R.H.A.	beat	Remnants + 4	8—4
2nd Round	9th Lancers "A"	beat	R.I.F. + $4\frac{1}{2}$	14—4
	Horsehairs	beat	15th/19th Hussars "A" + $\frac{1}{2}$	3—2
	R.H.A.	beat	Norfolk Regt. + 4	13—4
	3rd Hussars "A" + $1\frac{1}{2}$	beat	15th/19th Hussars "B"	4—1
Semi-Final	9th Lancers "A"	beat	Horsehairs	4—2
	R.H.A.	beat	3rd Hussars "A"	8—3
Final	R.H.A. (3rd Bde.)	beat	9th Lancers "A"	4—3
	1. Capt. C. R. M. Hutchinson (2)		1. Mr. J. D. Gilroy (1)	
	2. Mr. J. B. Hyde-Smith (2)		2. Mr. O. L. Prior-Palmer (3)	
	3. Mr. M. P. Benton (3)		3. Mr. G. E. Prior-Palmer (3)	
	Bk. Capt. F. Barry (2)		Bk. Mr. E. E. Radcliff (1)	

LADY MAXWELL CUP

1st Round	15th/19th Hussars	beat	3rd Hussars + 8	13—9
	9th Lancers	beat	Horsehairs + 4	9—8
Final	15th/19th Hussars	beat	9th Lancers	14—4
	1. Mr. T. J. Arnott		1. Mr. O. L. Prior-Palmer	
	2. Mr. W. R. N. Hinde		2. Capt. L. H. Harris	
	3. Mr. J. G. Leaf		3. Lieut.-Col. J. Green	
	Bk. Major H. F. Brace		Bk. Major G. F. Reynolds	

JUNIOR CHAMPIONSHIP TOURNAMENT

1st Round	15th/19th Hussars "A"	beat	Wasps	6—1
2nd Round	3rd Hussars "A"	beat	15th/19th Hussars "B"	3—2
	15th/19th Hussars "A"	beat	Horsehairs	4—2
	3rd Hussars "B"	beat	R.H.A.	7—4
	R.I.F.	beat	Norfolk Regt.	3—2
Semi-Final	15th/19th Hussars "A"	beat	3rd Hussars "A"	5—3
	3rd Hussars "B"	beat	R.I.F.	9—0
Final	15th/19th Hussars "A"	beat	3rd Hussars "B"	5—1
	1. Mr. R. L. Agnew		1. Capt. W. G. N. H. Dalrymple	
	2. Mr. T. J. Arnott		2. Lieut.-Col. F. R. Burnside	
	3. Major J. C. W. Francis		3. Major C. F. Clarke	
	Bk. Mr. C. Cokayne Frith		Bk. Capt. W. G. Petherick	

PUBLIC SCHOOLS TOURNAMENT

1st Round	Rugby	beat	Eton "B"	9—2
Semi-Final	Eton (12th Lancers)	beat	Rugby	6—3
	Eton (15th/19th Hrs.)	beat	Wellington	6—0
Final	Eton (15th/19th Hrs.)	beat	Eton (12th Lancers)	6—2
	1. Mr. C. Cockayne Frith		1. Mr. W. G. Carr	
	2. Mr. T. J. Arnott		2. Capt. H. Russell	
	3. Lieut.-Col. J. Godman		3. Major H. V. S. Charrington	
	Bk. Major H. F. Brace		Bk. Mr. F. G. B. Arkwright	

VISITORS CUP

1st Round	15th/19th Hussars "C"	beat	Horsehairs	8—4
	15th/19th Hussars "A"	beat	Wasps	7—6
	R.H.A.	beat	12th Lancers	7—1
	Pack Brigade	beat	R.I.F.	2—1
2nd Round	3rd Hussars "B"	beat	Body Guard	6—1
	15th/19th Hussars "A"	beat	15th/19th Hussars "C"	8—7
	R.H.A.	beat	Pack Brigade	6—3
	15th/19th Hussars "B"	beat	3rd Hussars "A"	4—2
Semi-Final	15th/19th Hussars "A"	beat	3rd Hussars "B"	8—4
	15th/19th Hussars "B"	beat	R.H.A.	6—4
Final	15th/19th Hussars "B"	beat	15th/19th Hussars "A"	4—1
	1. Mr. N. A. Courage		1. Hon. T. W. A. Frankland	
	2. Major J. C. W. Francis		2. Mr. T. J. Arnott	
	3. Mr. J. G. Leaf		3. Mr. W. R. N. Hinde	
	Bk. Major H. F. Brace		Bk. Lieut.-Col. J. Godman	

INTER-REGIMENTAL

1st Round	12th Lancers	beat	3rd Hussars	5—3
Final	15th/19th Hussars	beat	12th Lancers	12—2
	1. Mr. T. J. Arnott		1. Capt. H. E. Russell	
	2. Mr. W. R. N. Hinde		2. Major J. W. Hornby	
	3. Mr. J. G. Leaf		3. Major H. V. S. Charrington	
	Bk. Major H. F. Brace		Bk. Major J. R. E. Rowsley	

SUBALTERNS CUP

1st Round	R.H.A.	beat	Somerset L.I.	5—0
2nd Round	15th/19th Hussars	beat	3rd Hussars	14—0
	12th Lancers	beat	R.H.A.	7—0
Final	15th/19th Hussars	beat	12th Lancers	10—0
	1. Mr. R. L. Agnew		1. Mr. F. G. B. Arkwright	
	2. Mr. W. R. N. Hinde		2. Mr. J. Smith	
	3. Mr. J. G. Leaf		3. Mr. W. G. Carr	
	Bk. Mr. T. J. Arnott		Bk. Mr. A. Arkwright	

YOUSRY CUP

1st Round	R.H.A.	beat	12th Lancers "D"	6—4
	15th/19th Hussars "B"	beat	Horsehairs	7—0
	3rd Hussars "A"	beat	Wasps	5—1
	12th Lancers "C"	beat	15th/19th Hussars "C"	4—3
	12th Lancers "A"	beat	15th/19th Hussars "A"	4—3
2nd Round	3rd Hussars "B"	beat	R.H.A.	6—5
	15th/19th Hussars "B"	beat	3rd Hussars "A"	8—4
	12th Lancers "C"	beat	12th Lancers "A"	2—1
	R.H.A. "B"	beat	12th Lancers "B"	8—2
Semi-Final	15th/19th Hussars "B"	beat	3rd Hussars "B"	6—5
	12th Lancers "C"	beat	R.H.A.	6—4
Final	15th/19th Hussars "B"	beat	12th Lancers "C"	3—0
	1. Mr. A. T. Smith-Bingham		1. Mr. G. J. Kidston	
	2. Mr. R. L. Agnew		2. Mr. F. E. B. Arkwright	
	3. Mr. W. R. N. Hinde		3. Capt. H. E. Russell	
	Bk. Mr. C. Cockayne Frith		Bk. Major J. R. C. Rownsley	

OPEN CUP

1st Round	15th/19th Hussars	beat	3rd Hussars	13—0
	12th Lancers	beat	Horsehairs	9—2
Final	15th/19th Hussars	beat	12th Lancers	6—4
	1. Mr. T. J. Arnott		1. Capt. H. E. Russell	
	2. Mr. W. R. N. Hinde		2. Major J. Hornby	
	3. Mr. J. G. Leaf		3. Capt. R. McCreery	
	Bk. Lieut.-Col. J. Godman		Bk. Major H. V. S. Charrington	

H.M. THE KING'S CUP

A cup given by H.M. King Fouad to be competed for by the winners of the Open Cup and a team selected from the Rest of Egypt.

15th/19th Hussars	beat	Gezira Sporting Club	8—3
1. Mr. T. J. Arnott		1. Capt. H. E. Russell	
2. Mr. W. R. N. Hinde		2. Capt. R. McCreery	
3. Mr. J. G. Leaf		3. Major H. V. S. Charrington	
Bk. Lieut.-Col. J. Godman		Bk. Major H. L. Jones	

THE ROYAL TOURNAMENT

RESULTS OF OFFICERS' JUMPING COMPETITIONS

KING'S CUP

1ST POOL

	1st Round	2nd Round	Total
	<i>Faults</i>	<i>Faults</i>	
1. Capt. F. A. M. Browning, D.S.O., Grenadier Guards, on Captain	1	1½	2½
2. Capt. A. L. Cameron, D.S.O., M.C., R.H.A., on Wolverton	1	4½	5½
3. Capt. H. A. Jaffray, 11th Hussars, on Flippant	6	2	8

2ND POOL

1. Capt. R. Moubray, 16th/5th Lancers, on Careful	1	½	1½
2. Major P. E. Bowden-Smith, 16th/5th Lancers, on Fireking	1	2½	3½
3. Major P. E. Bowden-Smith, 16th/5th Lancers, on Hey-diddle-diddle	4½	1½	6

FINAL

1. Capt. W. H. Muir, K.D.G., on Sea Count . .	1	—	1
2. Capt. E. T. A. G. Boylan, D.S.O., M.C., on Lilac (R.E.R.A.)	2½	3½	6
3. *Capt. A. L. Cameron, D.S.O., M.C., R.H.A., on Wolverton	5½	1½	7
Lieut.-Col. M. Graham, D.S.O., M.C., 10th Hussars, on Flickers	2½	4½	7

* After jump off.

PRINCE OF WALES'S CUP

1ST POOL

1. Capt. J. L. M. Barrett, 13th/18th Hussars, on Baby	4½	2	6½
2. Capt. A. L. Cameron, D.S.O., M.C., R.H.A., on Wolverton	2½	5½	8
3. Capt. G. W. E. Heath, M.C., R.H.A., on Historian	5	5	10

2ND POOL

1. Lieut. T. F. Meyrick, 15th/19th Hussars, on First Flight	½	1	1½
2. Capt. K. F. W. Dunn, R.A., on Goblindale	2	5	7
3. Lieut. J. Hawker, 13th/18th Hussars, on Old Bill	3	6	9

FINAL

1. Capt. A. L. Cameron, D.S.O., M.C., R.H.A., on Sunny Maid	4½	1½	6
2. Lieut. J. C. B. Lethbridge, 14th/20th Hussars, on Sally	5	1½	6
3. Capt. J. L. M. Barrett, 15th/18th Hussars, on Baby	5	4½	9½

CAVALRY FOOTBALL ASSOCIATION

RESULTS OF COMPETITION, 1926-27

1st Round	3rd/6th Dragoon Guards	beat	16th/5th Lancers	5—3
	7th Hussars	beat	R.H. Guards	3—2
	17th/21st Lancers	beat	The Royals	4—1
2nd Round	13th/18th Hussars	beat	14th/20th Hussars	3—1
	11th Hussars	beat	King's Dragoon Guards	3—1
	17th/21st Lancers	beat	3rd/6th Dragoon Guards	4—2
	7th Hussars	beat	10th Hussars	4—0
Semi-Finals	11th Hussars	beat	17th/21st Lancers	4—0
	7th Hussars	beat	13th/18th Hussars	3—1
Final	7th Hussars	beat	11th Hussars	2—1

The season's competition produced some very keen and close games. The Football generally reached a high standard of team play, and losers as well as winners are to be congratulated on their performances.

This was the third occasion on which the 7th Hussars had appeared in the Final and they undoubtedly earned their right to hold the Cup. The 11th Hussars were the surprise team of the competition and put up a most excellent game in beating the 17th/21st Lancers in the Semi-final. The loss of their regular centre half in the Final affected their play but despite this handicap they only lost by the odd goal in three.

General Sir David Campbell presented the Cup and Medals on the conclusion of the Final Tie, and his happy reminiscences of both regiments were most enthusiastically received by the assembly.

GOLF

The Cavalry Club Golfing Society held its Spring Meeting at Woking on the 3rd, 4th and 5th of May. There were forty-three entries and the Final resulted in a narrow victory for Major F. Gilliat over Colonel L. Richardson Gardner. The win was well deserved as Major Gilliat has for some years undertaken the thankless task of Hon. Secretary and owing to his efforts the meeting has steadily grown in popularity.

The Beaten Players Competition was won by Lieut.-Colonel C. Dunbar, Mr. D. W. J. North being the runner-up.

Previous meetings have always taken place at Princes, Sandwich. This though a delightful course, and a fine test of golf, is not a convenient place to get at and there has for some time been a feeling that an occasional change would be popular.

TORONTO MILITARY TOURNAMENT

The Second Annual Tournament held at the Coliseum from 18th to 21st May, proved another great success, all seats being sold except a few on the first night.

A Musical Drive was put on by "B" Battery, R.C.H.A. and a Musical Ride by "B" Squadron, R.C.D. Three displays each night were put on by the R.M.C. Cadets. Displays were put on by the R.C.R., the R.C.A.F. and ceremonial displays were staged by the various Toronto Militia Regiments. The programme each night and on Saturday afternoon included thirteen or fourteen events.

The finals for the Competitions resulted as follows :

TUG-OF-WAR

Heavy Weight, R.C.D. beat R.C.A.F. ; Light, R.C.D. beat R.C.R.

OFFICERS' OPEN JUMPING

Three competitors tied for the first place with a clean performance. The run off resulted as follows :

1. Lieut. O'Connor, G.G.B.G., Limerick.
2. Major Rawlinson, M.C., G.G.B.G., Paymaster.
3. Major Timmis, D.S.O., R.C.D., General Toby.
4. Lieut. King, 48th Highlanders, Montreal.

OFFICERS' PAIRS

1. Major Rawlinson, M.C., and Lieut. O'Connor, G.G.B.G.
2. Lieut. Sullivan, 16th/5th Lancers and Lieut. Richmond, M.C., L.S. Horse.
3. Major Rawlinson, M.C., and Major Gayford, G.G.B.G.
4. Major Timmis, D.S.O., and Major Baty, R.C.D.

DUMMY THRUSTING

1. Lieut. Sullivan, 16th/5th Lancers
2. G. C. Langmuir, R.M.C.
3. G. C. Odium, R.M.C.
4. Lieut. Panet, R.C.H.A.

N.C.O's PAIRS

1. Sgt. Irwin and Bdr. Smith, R.C.H.A.
2. Sgt. Tamlyn and Cpl. Blake, R.C.D.
3. Cpl. Blake and L/Cpl. Stafford, R.C.D.
4. Bdr. Smith, and Bdr. Burns, R.C.H.A.

EX-CAVALRYMEN'S ASSOCIATION

The following are the "employment" figures from the formation of the Association to 15th June, 1927:—

<i>Regiment.</i>	<i>Total registered.</i>	<i>In employment.</i>	<i>Failed to reply.</i>	<i>Struck off books.</i>	<i>Refused employment offered.</i>	<i>Age over 50.</i>	<i>Men living in Ireland, Wales and N. Eng.</i>	<i>To be placed.</i>
Life Guards	17	9	4	1	—	2	—	1
Royal Horse Guards	30	24	—	2	1	1	—	2
1st K.D. Guards ..	48	32	3	1	1	5	4	2
Queen's Bays ..	74	47	7	2	1	2	7	8
3/6th Dragoon Guards	97	64	10	6	—	3	10	4
4/7th " "	108	68	19	3	1	1	13	3
The Royals	71	49	6	—	4	—	3	9
The Royal Scots Greys	61	44	4	2	3	—	1	7
3rd Hussars	125	94	16	2	1	—	4	18
4th "	83	61	8	5	—	3	1	5
5/6th Dragoons ..	113	68	13	2	2	3	4	21
7th Hussars	98	50	20	3	3	—	10	12
8th "	126	66	24	9	2	—	18	7
9th Lancers	63	43	6	1	—	2	2	9
10th Hussars	63	42	4	—	—	1	1	15
11th "	142	102	13	3	4	3	10	7
12th Lancers	63	32	13	3	2	1	4	8
13/18th Hussars ..	106	73	12	—	2	2	6	11
14/20th "	73	48	14	1	3	3	3	1
15/19th "	64	37	13	—	3	1	1	11
16/5th Lancers ..	219	148	30	10	4	1	15	21
17th/21st Lancers ..	105	62	17	4	2	3	10	7
TOTALS	1,949	1,263	248	60	39	37	127	189



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Ilya Jefimovich Repin.

THE REPLY OF THE COSSACKS TO SULTAN MAHMOUD IV.



THE OFFICE OF THE SECRETARY OF THE ARMY

THE CAVALRY JOURNAL

OCTOBER, 1927

THE COSSACKS

By COLONEL H. C. WYLLY, C.B.

FROM the earliest days of the sixteenth century the Cossacks have formed a very important portion of the military forces of the Russian Empire, and the part which they have played in the different wars waged by that country has been an ever-increasing one up to the commencement of the nineteenth century. They took a very prominent part in the wars of the reigns of Peter the Great and of Queen Catherine against the Turks ; in the Polish Wars, in the Napoleonic Campaigns, and in the wars undertaken for the conquest of the Caucasus and of Turkestan. It was largely through their assistance that Siberia was added to the Russian Empire, and they have carried the Russian standards to the shores of the Pacific Ocean ; they are soldiers equally by birth and by tradition, but while in ancient days they provided the guards on the eastern and south-eastern frontier and were the wardens of the marches against the incursions of the Mongol and the Turk, in more recent times the Cossack regiments recruited in the Don, the Kuban, the Orenburg and the Ural provinces, have remained quartered in European Russia incorporated in the divisions of Russian cavalry, and, while forming part of the Regular Army, have not in any way abandoned their natural military qualities.

At the beginning of the sixteenth century the vast steppes of south-eastern Europe, extending from the Dnieper to the Ural Mountains, had no settled population, but at this period the Polonization of Lithuania, from which province the Cossacks mostly came, took place, and in consequence there was a considerable exodus to the Lowlands of the Dnieper of those serfs who desired to escape from the taxes of the Polish Government and the tyranny of the Polish landlords. The unsettled state of the border obliged these settlers to go about armed and they speedily became strong enough to raid their raiders, and in time to carry on a war of extermination against the Turks and the Tartars, the natural enemies of Christendom, a task which was regarded as a sacred duty. The name by which these settlers was originally known was "Tcherkess," but they speedily borrowed from their adversaries the name by which they were thenceforth to be known and called themselves "Kazaki," from the Tartar word signifying "freebooter."

These settlers or refugees increased very rapidly, and although they numbered many different classes and races of people—victims of religious persecution, fugitives from the cruelty of lords and masters, deserters, criminals and outlaws, they soon united into a more or less homogeneous mass, essentially Russian in character, but utterly opposed in political creed to the existing government. They formed, as it were, a republic within a monarchy, a state within a state, always calling themselves Russians, although maintaining their independence of Russian rule. As they grew to be formidable in numbers they spread rapidly over the country, and at last established themselves as a kind of military republic in Southern Russia, and declared themselves defenders against the savage tribes and the Turks, making piratical raids on the shores of the Black Sea, where they habitually destroyed Turkish property to the value of millions.

By this time the Cossack community, the headquarters of which was established in the island of Hortica, immediately below the falls of the Dnieper, had received official recognition; the Cossack "Kosh," or commonwealth, was accorded the

privilege of electing its own "Hetman," or Chief, who received directly from the King of Poland his insignia of office—his "bulawa" or bâton, the "bunchuk" or Horse Tail Standard, and his seal of office.

In 1635, 1636 and 1648 there were three great Cossack risings or rebellions, but in the last of these the Cossack leader was completely defeated, and all hope of an independent Cossackdom came finally to an end ; and since then the Cossacks have been peaceful subjects of the Czar of Russia, while always retaining certain traditional rights and privileges. Allegiance to the Russian Government did not place them in the position of the ordinary Russian citizen ; instead of taxes and contributions they paid the Government in military service, giving a certain number of men—not raised by conscription but furnished by the several communities—enlisted for a certain length of service. In the years previous to the commencement of the Great War, military service with the Cossacks began with the completion of the nineteenth year and lasted for nineteen years, divided into three periods. In the preparatory category the men remained two years and were trained in their "stanitzas" or settlements, the recruit providing his own uniform, arms and equipment during the first year, and a horse by the end of the second year. In what was known as the "Front Category," the men remained for twelve years, during the first four of which they served with the "1st Category" units of their "Voisko" or Army ; during the next four years they belonged to the 2nd Category unit, remaining on furlough in their homes and being required to maintain their equipment, uniform and horses ready for service ; for the final portion of this period they belonged to the 3rd Category and were bound to keep only their equipment ready. The 2nd Category men were called out once only, during their fourth year in that category, for three weeks' training, while the 3rd Category men only came out by special order of the War Minister ; finally the last few years of a Cossack's army service was passed in the Reserve Category, only called up in the event of war.

By the last census taken before the war, the total Cossack population was about three millions and they owned close upon 150 million acres of land, some arable and some under forests, divided off between the stanitzas at the rate of 81 acres per individual ; and in time of war the ten Cossack " voiskos " were bound to supply 890 " sotnias " or squadrons, each 125 strong, 108 infantry companies of the same strength, and 236 guns, representing a strength of 4,267 officers, 177,100 men and 170,695 horses.

The Cossacks of the Don and of the Ural Mountains are fishermen and farmers, those of the Caucasus are drawn from wild mountain tribes ; all are bold riders and accurate shots and teach their horses to lie down while their riders fire over them ; and, like the Boer pony, the Cossack horse is trained to stand still and graze, not requiring to be held or haltered while his rider moves away to open fire. The Cossack's mount is small—pony-like—but is capable of carrying his rider for incredibly long distances, and in every war in which the Cossacks have been employed, their greatest value has been in following up a disorderly retreat. The Cossacks probably never did better service than in the Russo-Turkish War of 1877-78, when they again met their age-long and hereditary enemy—the Turk. " After the battle of Lovtcho they followed the flying Turks and sabred 3,000 of them—nearly twice their own number. While Gourko was crossing the Balkans just before the battle of Toshkossen, the Cossack Brigade descended into the Sofia valley, captured a train of some 200 wagons and sabred the last man of the two or three companies forming the escort. Again after the dispersion of Suleiman Pasha's army at Philipopolis, they followed it into the mountains close upon its heels and cut down every straggler . . .

" The Cossacks are not naturally cruel ; they are perfectly docile and honest with their friends and completely subject to discipline. What distinguishes them principally from the ordinary Russian soldier of the Line is their individuality. The infantry soldier expects to have everything arranged for him and to receive orders for everything in detail ; left to his

own resources he is almost helpless. On the other hand, the Cossack is never so well off or so useful as when thrown entirely upon his own resources with only general instructions ; he never fails to find food for himself and his horse."

In the literature of the Napoleonic Wars we read much about the cruelty of the Cossack, but the above quotations seem to give the lie to these highly-coloured accounts, while the history of the late European War often bears eloquent testimony to the forbearance of the Cossacks. Even the German authorities have stated that in the campaign in East Prussia, the behaviour of the Cossacks was exemplary and irreproachable in the towns which they captured. "It is impossible," says one historian of this campaign, "that a conquering army can pass through a vanquished country without the perpetration of some individual excesses. But there can be no doubt that throughout the Galician campaign the behaviour of the Russian troops was extraordinarily good."

The Cossack and the Turk are, as has been said above, enemies of old days ; they have fought against each other down the centuries ; and probably no war has ever been more popular with the Cossack than those waged against the Osmanli.

The picture here reproduced is taken from one by the well-known Russian artist, Ilya Repin, and was painted in the early nineties of the last century ; it is said that he made some hundred or more different sketches for the painting. This picture is known as "The Reply of the Cossacks to Sultan Mahmoud IV," and represents the regimental scribe penning the defiant answer of the Cossacks to the Sultan who had demanded the surrender of their Hetman Syerk and his predatory band in 1680, and one may read in the faces of those gathered round the relish with which they hear of the defiant nature of the message.

Some authorities consulted : Rambaud, "Histoire de Russie" ; Niessel, "Les Cosaques" ; Greene, "The Russian Army and its Campaigns in Turkey" ; Handbook, "The Russian Army" ; Millet, "Campaigning with the Cossacks" ; Articles on The Cossacks and on Poland in the "Encyclopædia Britannica."

RECOLLECTIONS OF A PRUSSIAN HUSSAR

By **LIEUT.-COLONEL B. GRANVILLE BAKER, D.S.O., F.R.G.S.,
F.R.Hist.S.**



IV.

WHEN I returned to my regiment from sick leave, I found that changes had taken place, some of them important and of inner meaning, some merely superficial, yet significant. Among these and I mention it with all due respect, was one which affected all ranks of the German Army ; each one of us serving regulars at the time, was given a medal, and no doubt the barebreasted among us felt a shade warmer in consequence. It was never quite clear to me, perhaps in consequence of my accident, why we should all be so distinguished, and personally I was not aware of any particular merit. It appeared that the decoration was not in recognition of any services of ours, but rather a form of commemorating either the birth or the death of

Emperor William I, and whoever happened to be serving at the time, was presented with this distinction.

It was a large sized bronze medal on the yellow ribbon of the Black Eagle Order, and soon became known as "the Orange."

Another improvement to our appearance took the form of an additional cockade. It seemed a small thing ; the cockade was barely an inch in diameter, but it had a meaning. Hitherto each unit had worn "*en cocarde*" the colours of that German state from which it originated. Bavarian regiments wore blue and white, Saxons green and white, while the greater number being Prussians, wore black and white. But among Prussian units were many that belonged to other German states, Baden, Württemberg, Hesse and others. These were now to show their own particular colours while all German troops mounted colours of the Empire, black, white and red, above those of their own narrower Fatherland. This distinction was carried further, to the lance pennants of the cavalry. Prussian regiments flew black and white, Baden red and yellow, and so on, and yet another difference was made in that non-coms. showed the arms of their particular state, a Prussian eagle, the lion of Hesse, and so on throughout heraldic zoology. An exception was made in the case of the 1st and 2nd Hussars, the so-called "Death's Heads," they flourished a skull and crossbones in black and white on pennants as well as on busbies and thus greatly enhanced a grim and martial aspect. Very superior people were these "Death's Heads," direct descendants of the first hussars enlisted by Frederick the Great's recruiting officers. They were generally drawn from Hungarians, Wallachians, and other enterprising races who inhabit south-eastern Europe. In his instructions concerning the recruiting of these warriors, the Prussian King insisted that he would only have "blackavised" fellows ; a fairhaired man was not considered as sufficiently impressive in looks for a fiery, untamed light horseman. They brought with them from their distant homes several playful habits which did not fit in well with the ideals of Prussian discipline. A special order had to be issued to the

effect that all hussars and camp-followers caught looting were to be hanged out of hand, and indeed history records that one officer and two hussars did suffer that penalty at Frankfurt-on-the-Oder during the course of one of the Silesian wars. On another occasion Frederick the Great was dining with the headquarters of a Hussar regiment detailed to prevent smuggling from Bohemia over the passes of the Giant Mountains. The mess gave Frederick the Great a wine that "liked him well." Towards the end of dinner the King said to the Colonel of Hussars "this wine, I trust, is not smuggled"; and the Colonel winked at the King and said "What do you think, Sire?"

The Hussar's reputation, in the Prussian service at least, improved and by my time he had become extremely respectable, no doubt due to the admission of blonds to their company.

Hussar uniform had retained much of its pristine cut and colour in the German Army, especially the latter, there were black, blue (dark and light) and green hussars, two regiments wore scarlet jackets, another one crimson and yet another dark brown. But the brightest of these looked sober and workman-like beside a new uniform which had just been specially designed, it was said by the Emperor himself. The wearers of the latest fashion constituted a new departure in cavalry formations. There was a squadron of them and they were called "Melde-Reiter" which means mounted messengers, and suggests that their functions were liaison between commands, and that their services would lighten the heavy toll which leaders were wont to take from the cavalry in the way of orderlies. These "Melde-Reiter" were the first of their kind, and having been raised and recruited in Alsace, they were privileged to wear the colours of that country all over themselves. Their white tunics were laced with red, their busby was adorned with red bag and white plume, and they had red braid on their breeches and round the tops of their hussar boots. The appearance of these troops upon any scene would lighten it up at once even as do the soldiers in "Carmen," and we felt quite proud to have so much glory attached to us. The "Melde-Reiter" remained

so attached until in the fulness of time, they also expanded into a regiment of five squadrons, and this, I believe, had been the intention all along; the "Melde-Reiter" and "saving the cavalry" idea, were just to camouflage the raising of new regiments of horse which an obstinate Reichstag had been trying to oppose. These formations came to be known as "Jäger zu Pferde." In the meantime the 9th Hussars in Strassburg were quite a large family with this additional squadron and the four new members of our mess who introduced a new colour scheme being still in Uhlan uniform of dark blue and bright yellow.

When I rejoined the 9th Hussars in Strassburg, the spring inspections were just over, and squadrons were entering upon their training period. The barracks we occupied had been those of the Imperial Horse Artillery of the Second Empire and were particularly well found in the matter of riding-schools. The stables, though old-fashioned were at least light and airy, but there was not sufficient accommodation for the men who were crowded together in a manner that provoked our medical officers' wrathful indignation. But he could do nothing to alter the state of affairs and only succeeded in falling foul of higher authorities who began to take a dislike to Hussars, which is quite irrational but human. "The Uhlans," they said, "never made all this fuss about fresh air, but lived contentedly in any old atmosphere."

To me the atmosphere of Strassburg seemed at times strange and unreal, as if it were not in accord with the spirit of the place. There was a sense of strain in the relations between the German garrison and the citizens; yet the majority of these were German by name at least. And the same applied in a lesser degree to the landowners. We were new to the place and therefore had no such charming relations with the local equivalent of the "County," as had been our good fortune in Trier. History and tradition seemed to throw their weight in favour of French influence, and this tendency was being steadily combated by German professors and others who considered it their business to make propaganda. This by the way, should

not have been necessary if it had been an indisputable fact that Alsace was a thoroughly German land. There were many quaint anomalies ; you would find a count of ancient lineage and German name, a voluntary exile from his estates because he would not accept German nationality. He and others in like case, were permitted only a short yearly visit in order to attend to their affairs in Alsace. Some of them were occasionally guests at our mess and very pleasant company they were, but the fact that they spoke French only was a bar to conversation with all but a few of "Ours." Against this there was at least one young noble whose name and title declared a comparatively recent French creation, an enthusiastic subaltern in a neighbouring dragoon regiment, and as I have already mentioned, there was an occasional recruit who could speak no German ; but he had to join whether he liked it or not.

There was also a change in the type of one-year-volunteer that applied to serve with the 9th Hussars ; the University of Strassburg brought us a number of youngsters who had not the same traditional interest in the regiment, but were attracted by an opportunity of continuing their studies as much as their military duties would allow. Finally, a change was coming over the officers of the regiment, gradually but perceptibly. Seniors left us on promotion and among those that came in was a new C.O. He had joined before the regiment left its old home, also a new second-in-command, both of them from regiments that numbered wealthy men among their officers. The standard of living was higher in Strassburg, the old simplicity of life in Trier was vanishing ; this seems to have been general throughout Germany at the time. The first regimental institution to be affected was the band. Hitherto we had been content with the regulation "Trompeter Corps," a hearty assembly of regimental trumpeters who performed with great vigour. Our chief item on the programme was the "Song to Aegir," the authorship of which was charged to the Emperor himself. It was a pompous composition reminiscent of many others. The recipe on which it was based seems to have been "take lumps from Wagner's best known operatic airs, extract

the meaning from them, stir slowly, and serve luke-warm." The old trumpet-major, a bearded warrior of stately presence, made way for a bandmaster, conductor of an orchestra indeed, for that is what our band became. He it was who acquired the first violin who, as already mentioned, performed in one of my rides and proved thereby that his "spiritual home" was not on the top of a horse. The band then took to peripatetic habits and toured Germany, thereby increasing the fund that served its interests. Another sign of material progress, a modest one it seems nowadays, was the bicycle; I introduced the first one into the regiment and met with only qualified approval. We entertained on a larger scale, and were called upon to show hospitality to all and sundry, among them many of the great who would never have looked us up in Trier. H.R.H. The Duke of Saxe-Coburg Gotha, our revered chief, honoured us with a visit. General von Bissing, who afterwards held Belgium in bondage, called on his way to take up command of an Army Corps; a typical Prussian cavalry man. Then came a general of Engineers. He was on his way to enforced leisure as he did not manage to see eye to eye with his imperial master on the subject of the frontier forts which were going up in a wide girdle round Strassburg, relegating Vauban's stout defences of that city to the shades which it was hoped, would cover all memories of former owners. But though the modern part of Strassburg had grown up in German style with wide tree-lined avenues, gardens, university buildings and a very new imperial palace, in place of the old ramparts, yet in the heart of the city old Strassbourg lived on and hoped on. There were, and are still, narrow, winding streets, quaint gabled houses where storks roost on the chimney stacks, and old-world warehouses overhanging the intersecting branches of the Ill in the inner town. All this part of the city was still haunted by the spirit of France, and the one spire of the minster stood up out of a medley of tiled roofs and looked out over the plains towards the blue Alsatian mountains.

During our last year in Trier we had been warned to prepare for a visit from our War Lord, the Emperor himself.

He was at the time, testing the efficiency of his hosts by paying surprise visits, and as is usual in such cases, there was little surprise about them when they did occur. The *mis-en-scène* as it were, was as follows. His Majesty would leave Berlin surreptitiously, as it was supposed, destination unknown, of course. He would order his train to be stopped in the dead of night at some garrison town he proposed to favour, and with his trumpeter sounding the alarm, he would note the time taken by the troops to turn out in all the panoply of war. The result was a demonstration of complete preparedness which was highly gratifying to all concerned.

We in Trier had heard rumours of an intended visit, had been ordered to remain "saddled up" for three nights running, and had waited in vain. I doubt whether any one had obeyed the order, and know for certain that I did not do so.

The imperial visit to Strassburg was duly heralded by a multitude of preliminary orders with a warning that they were liable to sudden change. These orders were given out by a deserving elderly officer who was half-way on the shelf, and was enjoying a last spell of real importance. All the orderly officers of the regiments in garrison assembled every day for the "Parole," a lengthy communication of which the subalterns took down as much as they thought likely to interest their respective commanding officers. The orderly officer of the 9th Hussars having taken down a free rendering of many orders anent the War Lord's visit, heard some mention of "flags" and considered this unimportant, as cavalry carry a standard. But this was indeed a matter of moment, for it appeared the Emperor slept his best only when surrounded by the colours of his regiments, and all these had been arranged round His Majesty's dressing room, excepting only the standard of the 9th Hussars. This was terrible, but there was hope, as the War Lord had not yet discovered the omission. The matter had to be put right though, and so a subaltern of Hussars stole into his War Lord's dressing room, while he slept, and placed the colours of his regiment among the others. A ticklish

business. Supposing the Emperor had felt the absence of those colours, had slept uneasily and awoke to find a Hussar officer, minus his boots, but grasping a heavy standard, in his dressing room—the door leading into the bedroom was open ! However, all went well.

The officers of a German regiment had some voice in the selection of their new comrades. There were two ways leading to an active commission. One was by way of a military college, or “Kadetten Corps” of which there was one for Prussia, near Berlin, another at Dresden for the Saxon Corps, and a third at München for the Bavarians. Prussia had besides these a number of preparatory institutions whence emerged on holidays, quaint little persons of serious deportment, dressed in the dark blue infantry uniform. These “Kadetten Corps” gave a sufficiently good education, leaving out Greek from the curriculum in favour of French and English which languages, however, generally vanished into oblivion after a few years soldiering. The Cadet education had this advantage, that youngsters acquired some of that sense of responsibility which is the chief result of our own public school system. They rose in time to a position analagous to that of prefect, on strictly military lines of course. A further advantage of this avenue to a commission was that a cadet joined his regiment with the rank of a non-com. The other way to a commission led through the high schools, and this was the more popular among parents as it kept youngsters under constant home influence. These were generally the better educated, but they joined up as privates ; physically, cadets were the hardier. On both lines of approach the first step taken when the lad was about to pass his final examination, was the choice of a regiment. This was governed by the factors that influence parents and offspring in other countries under similar circumstances. Supposing then that a martial-minded youth decided to become a 9th Hussar, it was necessary to find out first, whether that regiment would take him. If his family were of suitable social standing and able to afford the gratification of having a hussar among them, the youngster

would be invited to mess to be looked at. If he were found suitable on first acquaintance, he would join up as soon as a vacancy occurred and placed under the instruction of a senior subaltern who acted as dry nurse to him. He would live out of barracks and was expected to take most of his meals at mess, a somewhat trying discipline this, as he would have to spring to attention whenever an officer entered the room or addressed him—but it was wholesome. His work was that of any ordinary trooper, but he would be promoted to non-com. within a year if he had not already, as cadet, joined with that rank, and then he would be sent to a “Kriegs-schule,” this was an establishment where young ensigns, as they were generally called, were put through a course similar to that given at Sandhurst and Woolwich. At the end of this period the youngster returned to his regiment, the officers of which then had to decide whether they considered him suitable as a comrade. Certificates and testimonials from the “Kriegs-schule” carried some weight, the opinion of the officers yet more, and if all agreed in favour of the candidate, a document to that effect was signed first by the junior subaltern and so on up to the C.O. It seldom happened that a candidate was turned down at the last moment, and when it did happen, the ruling of the regimental officers was rarely overridden by higher authority.

Strassburg offered more social variety than Trier could afford, but I doubt whether we felt any the happier for it. We kept a good cellar, and that was probably the greatest of our attractions; we were also capable of a “certain liveliness” towards the small hours, and this did not deter grave and reverend seigneurs such as generals of high rank from honouring us with their company on guest nights. On such occasions the adjutant might be induced to perform his star turn which was a wonderful, if not too decorous imitation of a “prima ballerina” of the old tip-toe variety. He really did this with astounding agility, all things considered, and he sometimes invited others to join him in the dance. One of those so chosen was a very great general indeed, one who looked down upon life from some six feet two. The great man declined the invitation to dance,

the adjutant insisted, at last the eminence offered a bargain ; if the adjutant would follow him round the table in the same manner in which he, the general, intended to proceed, then would they dance together. And thereupon the mess and many guests watched a Prussian general in long undress frock coat, turn Catherine wheels all up one side of the table and down the other, his long legs with their broad red stripes flying round with dazzling rapidity. The adjutant cried off—he could not compete.

By a singular coincidence, on that same day another great general of a neighbouring state also gave an impromptu performance. He had been marshalling a revue of troops before one even greater than himself. The final movement was an advance of all mounted troops at a gallop towards the saluting base. Led by the great general the line charged forward, pulled up sharp at a given signal ; all but the leader himself who continued his career in a parabola over his horse's head and alighted on his own. There was some international acrimony over this, as the press of several countries had reported both events.

Life in a large garrison naturally brought me a wider experience of courts-martial. In the spirit of fairplay those courts in the German Army resembled their counterpart in the British Army, but the preliminary procedure was very different. When the squadron commander was confronted by a case that called for severer treatment, there was no impressive display of visitors, under escort, to call upon the C.O. It was the adjutant who took the matter in hand as a kind of court of inquiry at which a subaltern assisted, generally in silence. The case, by this time voluminously recorded, would according to its gravity, go before either a regimental or what would correspond to district or general court-martial in the British Army. As long as the matter remained in the regiment the chances of fair treatment were pretty certain. But if a case had to go further, there intervened a separate judicial institution, the military lawyer. These men were real lawyers, not soldiers playing at it, and were the best-hated men in the

army. They wore uniform, bore a sufficiently sonorous title, and assumed a martial air. The lawyer first held an inquisition at which a subaltern assisted. The procedure consisted of examining accused and witnesses, and taking down their statements. On one occasion when I was assisting at the preliminary inquiry into an alleged offence committed by an Uhlan, the martial lawyer simply ordered his clerk to re-write the accusation as if it were a confession by the accused. "But," remarked the Uhlan, "I never said I did it, and I never did it either." "You must have done it," retorted the lawyer, "it is down here in black and white." At this point I intervened and went to the length of expressing my candid opinion, which was not appreciated.

A court-martial consisted of members of the rank of the accused and upwards, in the case of a trooper there would be three privates, three non-coms., and so on, the principle being that the accused should be freely tried by his comrades of all ranks. The members of the lowest rank gave their verdict first, and it was wonderful how they arrived at the opinion of the officers attending the court, without any apparent collusion. Anyway, all the members as a rule, arrived at the same conclusion, and it was not invariably the same as that of the lawyer.

The move to Strassburg had brought the 9th Hussars into the forefront in case of war between France and Germany. It is, therefore, worth while to consider the state of training during the various periods of the military year. Obviously, the most propitious time to open a campaign would be in summer, by which time the recruits would have had nearly a year's training; it may be coincidence that the wars of 1866 against Austria and 1870-71 against France, broke out about the end of June and the middle of July, respectively.

Supposing that war were considered imminent and troops happened to be on manœuvres at the time (as was to my knowledge the case in 1913), they would return forthwith to their respective garrisons. In a cavalry regiment the fifth squadron would absorb remounts and other details and prepare

to take in reservists as called up, both men and horses, at the same time detaching its trained men and horses to make up the field strength of the four marching squadrons. The men of these latter would parade at squadron stores and draw complete new uniforms which had been kept ready for them. Each officer would have a little portmanteau, of regulation size, waiting for him ready packed in the squadron stores, and a few hours would see the regiment at the railway and ready to entrain. There was a moment during my soldiering in Strassburg, when I thought that the war was really to start at once. The whole garrison was turned out at short notice. Several cavalry subalterns, myself amongst the number, were ordered to report at Corps Headquarters. As aircraft had not yet taken up reconnaissance work, cavalry patrols were detailed to set out at once. Everything had been thought out to the last detail, and so I found myself in command of a patrol, with a certain amount of dynamite about me, and with minute instructions to destroy railway communications "somewhere in France." The Chief of Staff shook hands and remarked that "he would never see me again;" this I took to be a most hopeful sign. I was to hover about on the border until the word "go," while troops took up the defensive positions assigned to them on the frontier. We started out early in the morning—and were all back again in our own beds the same night. This was in 1897, and I never discovered whether there was anything serious toward, or whether it was somebody's idea of fun.

Reconnaissance work on the frontier was in any case, extremely interesting. The country is lovely and the people are pleasant, kindly folk. It seemed strange that after all that Alsace has been through, old distinctions of feudal times survive. When towards the Middle Ages, Alsace had been cleared of robber barons, among whom were some very disreputable Hapsburgs, a number of smaller dynasties, counties, baronies, survived and their rulers took sides in the Thirty Years' War. They were probably guided by racial considerations as well as religious, and were possibly not unaffected by political expediency. As the civilized world of those days held to the

principle, "*Cujus regio, ejus religio*," retainers, peasants, serfs embraced the reformed or adhered to the old confession according to the orders of their respective dynasts. Roughly speaking, Alsatians of German inclination went Protestant, those with French leanings kept to the Roman Church, and those differences existed in my time; they have survived even the Great War, although Louis XIV loosened the old territorial system and the Code Napoleon broke it up altogether. German and French-speaking Alsatians went about their affairs without quarrelling, but refusing obstinately to use any language but that of their respective forbears. I doubt whether Alsatians will ever be completely reconciled to either French or German rule, should the overlordship pass to the East again; propaganda and infiltration from industrial Germany failed to effect any considerable change in sentiment during the years 1871 to 1918. Alsatians, it seems to me, will choose to remain Alsatians and nothing else, though they look towards Paris rather than any capital of a German Empire. Alsatian prisoners of war whom I had to examine, have suggested that they would be happiest as an independent republic. A new little state sitting on the junction of main roads between North and South, East and West, of Europe, might lead a merry life but it would be a short one.

The long history of Germany as a politico-geographical expression, gives an illuminating impression of what life in a "corridor" country means. The prisoners of war mentioned above seemed to refer to Alsace only and not as well to Lorraine, which has been more French than German ever since the Franks severed relations with their Teutonic kinsmen.

Manœuvres and tactical exercises in Alsace among the foothills that run down from the Vosges Mountains, were strenuous but exceedingly interesting. In one village you might enter into conversation with some veteran "*soldat de France*" who had retired to cultivate his little family holding after many stirring adventures in Algeria and further afield. There was an air of complete adequacy about those old soldiers, and that courtesy which is the hall-mark of a strong man.

France has drawn upon Alsace freely for her Army and has always been given the best that land had to offer. A few miles further and you would have nothing but the very guttural Alsatian variant of German spoken by sturdy, self-sufficient peasants still dressed in costume of long ago. Many of them live in detached farmsteads, and it was at one of these that I had a curious experience. As I approached the homestead with my patrol of hussars, the owner came out and gave me greeting. He wanted to know whether it were war; he had lived through the last one, had witnessed the death of the first officer on the German side. He described the scene to me; it was fresh in his memory. "And that officer of German dragoons," he said, "was an Englishman; Winslow was his name." He further volunteered the information that in his country folk believed firmly that the side on which England fights cannot suffer defeat. When he heard that I also was English, he began to suspect that there must be a war after all, and I doubt whether I fully persuaded him of the extreme peacefulness of my particular mission.

As a matter of fact, for me personally, war was near at hand. Within a year or so British troops were being hurried out to South Africa.

At first the War Office declined my offer of assistance, being convinced that the Regular Army was capable of dealing with the matter unaided. When, however, it became necessary to throw open the war to all comers of British birth, I withdrew from the peaceful German service and found a position in a fighting formation. There was no difficulty about resigning my German commission, and not being a naturalized German, I was free to go and fight anyone I fancied, so I was not affected by the Emperor's command that none of his people should take active part on either side, a command which met with considerable disregard, by the way.

My brother officers of the 9th Hussars were by no means enthusiastic partisans of the Boers; you would find such among the civilian officials and bourgeois class who were more susceptible to propaganda. On the contrary, the Mess were of

opinion that the proceedings of armed farmers against a professional army, were an impertinence and should not be dignified by the name of "War."

On New Year's Day, 1900, according to the Emperor's decree, the garrison of Strassburg celebrated the beginning of the XXth century. Strictly speaking, this was one year too soon, but against that there was the satisfaction of being in very good time. Shortly after this event I bade farewell to Strassburg and the 9th Hussars, regretfully parting from companions who had ever proved themselves good soldiers, loyal comrades and gallant gentlemen.

FINIS



AN IRISH LEADER OF AUSTRIAN HORSE

By PERCY CROSS STANDING

IT is a circumstance of considerable interest to military men and students that the finest Cavalry leader of whom the Austrian Empire could boast during its long and tenacious struggle against the might of Napoleon, was an Irish soldier of fortune. Andrew O'Reilly was a younger son of James O'Reilly, of Ballinlough, co. Limerick, and on the maternal side was descended from the fourth Earl of Westmeath. He was born on 3rd August, 1742, and at an early age appears to have drifted out to Austria and obtained a commission in a regiment of the Imperial cavalry.

His earliest important achievement is not, however, as a "cornet of horse," but is of a more romantic flavour. It appears that he and a brother officer, the Count Klebelsberg, both aspired to the hand of the lovely and wealthy young Countess Maria Wugrlena (or Sweerts and Spork) of Bohemia. They finally decided to "put the matter to the touch of swords," and, though consigned to durance vile by the Viennese military authorities, they managed to escape from that city by night and to keep a rendezvous on Polish soil. In the ensuing *combat l'à outrance* O'Reilly successfully disposed of his rival, and wedded the Countess shortly afterwards. It was a good if sanguinary omen for his future career.

His romantic union can hardly, however, be described as a boy-and-girl affair, seeing that the year was 1784 and he had therefore passed his fortieth birthday. Having entered the Imperial Cavalry service at the close of the Seven Years' War in 1763, he attained the rank of captain in 1779.

During the war of the Bavarian Succession (1780-4) we know that he served as major and adjutant of the 1st Carbineer

Regiment, but details are lacking. In 1784-88 he was lieutenant-colonel of the 8th Hohenzollern Cuirassiers, and in 1789 colonel of the Light Horse Regiment of Modena. In that capacity he was present at the re-capture of Belgrade by the Austrians in their war against Turkey; but his regiment was transformed into the 5th Light Dragoons in 1798 and was disbanded three years subsequently.

Meanwhile, O'Reilly's gallantry and distinction in the fighting in the Low Countries in 1792-4 brought him a deserved promotion to Major-General. War with Republican France was now at full blast. Opposed to Moreau in the campaign of 1796, in command of the Austrian cavalry, General O'Reilly had the misfortune to be wounded and taken prisoner in the Archduke Charles' defeat of Ettlingen. After being exchanged he was given a home command pending complete recovery from his injury.

But 1799 saw him in the field again, in command of Zurich, and in opposition to the French under Masséna. He reached the grade of lieutenant-general for his leadership of cavalry at Piacenza. His highest achievements and distinctions were to be reserved for the three great campaigns of 1800, 1805, and 1809, in all of which he had the ill-fortune to be serving on the losing side.

It will be recollected that the heroic, if venerable General Mélas was in principal command of Austria's forces in the campaign of disaster that terminated on Marengo's stricken field. He confided the cavalry of his army to O'Reilly, who behaved most gallantly in the Austrian defeat by Lammas at Montebello. At Marengo itself, says Thiers, "Mélas placed General O'Reilly on the left and Generals Kaim and Haddick on the right, to gain the road to Piacenza, the object of so many efforts and the salvation of the Austrian army."* O'Reilly had previously, with his cavalry, held Marshal Masséna at bay for two whole days. After Marengo, he was rewarded by the Emperor Francis with that highly-prized decoration the Grand Cross of Maria-Theresa.

* *Consulate and Empire.*

Four years passed away. The autumn of 1805 saw France and Austria in embattled array once more. The humiliating surrender of Ulm and defeat of Austerlitz, the latter with its loss to the Allies of at least 40,000 men and 120 guns, was preceded by further clever handling of cavalry by General O'Reilly in what has been usually known as the battle of Coldrerio. And it was universally recognised that the light dragoons of O'Reilly, by a series of magnificent and self-sacrificing charges in which their losses were terrible, made possible the extrication of the Austrian remnant from the stricken field of Austerlitz on that fateful 2nd December, 1805.

On the renewal of hostilities in the early spring of 1809, General O'Reilly's cavalry was at first involved in the Archduke Charles' series of sanguinary engagements culminating at Eckmühl in April. "The cavalry of Napoleon's Imperial Guard," writes a somewhat flamboyant Transatlantic historian* of the Napoleonic Wars, "had been held in reserve, impatiently waiting the order for its resistless charge. Encased in helmets and breastplates of glittering steel, and mounted on steeds of enormous power, these squadrons, which had never yet moved but with the sweep of victory, rose majestically over the hills and poured down upon the plain. Their advance was at first slow and dignified, as their proud chargers in a gentle trot emerged into the view of both armies. The French, regarding the Imperial Guard as Napoleon's right arm, felt sure that a blow was now to be struck which would terminate the conflict. A wild shout of enthusiasm burst from their lips, which rose above the thunder of the battle. The Austrian Cuirassiers, equally numerous, as heavily armed, and inspired with as determined a courage, were on the alert ready to repel the onset. Their swords and helmets glittered in the rays of the setting sun, and they also came sweeping down into the vast arena. . . . At length the Austrian horsemen, having lost two-thirds of their number, were no longer able to withstand their foes."

* Abbott.

The defence of the Austrian capital against Napoleon was at first confided to the Archduke Maximilian. On 12th May, however, with the French invader knocking at the gates of Vienna, the gallant O'Reilly was nominated Military Governor of the city. With the means at his disposal he prepared for a desperate defence, but the case was already a hopeless one. The bombardment commenced, the environs of the place rapidly fell into Napoleon's hands, there was the added danger of a rising by the population, and Vienna was partly on fire. The Imperial family had departed with the exception of the young Archduchess Maria Louisa, who lay seriously ill in the palace.

It is not generally known that it was General O'Reilly who communicated this latter circumstance to the French Emperor. Napoleon immediately directed the bombardment to cease as regards that quarter of the city; he was perhaps already contemplating the possibility of an alliance with the Austrian princess, who was destined, indeed, to become Empress of the French. He at the same time urged upon the Governor the expediency of an immediate capitulation.

The latter, reluctantly persuaded that further resistance was practically hopeless, accordingly despatched the Prince of Dietrechstein and the Burgomaster of Vienna to Napoleon's headquarters. In the terms of surrender then arranged the Emperor, while upbraiding the Austrian Imperial leadership generally for the useless effusion of blood, referred eulogistically to "*le respectable Général O'Reilly*" and stated that it would be agreeable to him (Napoleon) that that officer should convey the terms to the Emperor Francis. This accordingly was done.

But the end was not yet. In the series of subsequent operations terminating in the imminent danger of the French Army and the frightful two days' battle of Aspern-Essling, O'Reilly's cavalry, attached to the army of the Archduke Charles, distinguished itself as perhaps on no previous occasion. The Archduke's instructions were for "The Regiment O'Reilly," of eight squadrons of light dragoons, to be attached to the third infantry column. The intrepid Irishman formed the advance of that column (which was commanded by General Count

Hohenzollern), his light horsemen being supported by several squadrons of carbineers and chasseurs. He moved by way of Breitenbe and Sonnenbrunn, and came in contact with the enemy cavalry in the afternoon of 21st May.

It is of interest to note that another Hibernian officer of distinction in the Austrian service, Lieutenant-General Brady, was involved in the ensuing desperate *mêlée*. Brady, whose command included the Legion of the Archduke Charles, had both his flanks turned by the impetuous daring of the French horse. Here the fighting was hand to hand, and the Regiment O'Reilly, vastly outnumbered, was summoned to surrender at discretion. Its rejoinder was a withering volley of carbine-fire, and it emerged with honour from the ordeal. In another part of the field, Lannes' corps of Napoleon's army was in imminent danger, and its brave leader mortally wounded. "Two hundred pieces of artillery ploughed their ranks, incessant charges of cavalry broke their serried squares. The ranks, continually thinned by the missiles of death, closed up and, reserving their fire that every shot might tell, retired in as perfect order as if on parade." The little town of Aspern was in flames.

O'Reilly himself drew up a memorandum on the casualty lists of the two armies in a two days' contest from which Napoleon was enabled to extricate himself and to claim the victory. This memorandum shows that on the Austrian side eighty-seven field-officers and 4,199 men were killed, 663 officers and 15,650 men wounded; three guns, 17,000 muskets, and 3,000 cuirasses were lost, the Prince de Rohan wounded, and Field-Marshal Webber taken prisoner. Of the French, 7,000 men and thousands of horses were slain, and 29,773 men wounded, a murderous toll of death and misery. After Wagram and the conclusion of peace, General O'Reilly was elevated to the rank of Count of the Austrian Empire, and was subsequently created High Chamberlain of the hapless Hapsburg Court.

He was by this time a veteran in years and wounds, and he did not serve again in the field when the Powers rose in concert against Napoleon in 1813. He was called upon to assist, after

the cessation of hostilities in 1814, in the reduction of Austria's huge military resources to a peace-time establishment. This provided for a wholesale cutting-down to fifty-eight regiments of infantry, twelve battalions of foot-chasseurs, and five battalions of garrison infantry; the cavalry arm was similarly drastically reduced to a maximum of 36 regiments of cuirassiers, lancers, hussars, and light dragoons. Of the latter, O'Reilly found himself confirmed in the rank of "colonel-proprietor" of his celebrated 3rd Light Dragoons, under that singular arrangement whereby one "owned" as well as commanded a regiment. It eventually became the 8th Uhlans.

The Count O'Reilly still survived when, in 1830, local disturbances compelled an advance of Austrian troops towards the Italian frontier. He eventually passed away at Vienna on 5th July, 1832, having considerably exceeded his ninetieth year. A "brave and skilful officer, who had filled in succession all the military grades in the Austrian army with the exception of that of Field-Marshal," is the description of him by a contemporary critic.

His romantic marriage to the Countess Maria Barbara turned out a childless union, and his wife long predeceased him. He consequently adopted, as his heir and successor, the son of his kinsman, Hugh O'Reilly, of Ballinlough in Ireland.



THE ADMINISTRATION OF A CAVALRY DIVISION IN WAR

By BREVET LIEUTENANT-COLONEL R. EVANS, M.C.,
Royal Horse Guards

By the term "administration" I mean the whole organization designed to foresee and to meet the daily requirements of military forces in the field in personnel, animals and material.

According to precedent, no article purporting to deal with Military administration is complete unless it includes that well-worn cliché—attributed in the first instance to Napoleon, I believe—"an army moves on its stomach." If it were true in Napoleon's day, it is equally true now; but it is to be observed—to carry on the abdominal analogy—that the stomach of the modern military body has (like its human counterpart) acquired with increasing years a palpable tendency towards dilation. In fact, to mix metaphors, nowadays the stomach wags the dog.

Whereas, formerly, cavalry could and did live on the country more or less effectively, to-day it can take and keep the field only by the aid of a large and comprehensive organization of personnel and motor vehicles. Upon this it depends for the supply of food and ammunition for men, forage for horses, and fuel for the mechanized transport which carries the machine guns and their crews and "maintains" the Division. Where once cavalry lived by requisitioning and foraging, now it lives to fight by a system of supply by motor transport which works between "railhead" and individual units of subordinate formations. In the days when we relied solely upon horses we could—at a pinch—continue to move and to fight for a certain time without food or forage; the horse could continue to perform his functions—for some few hours—on an empty

stomach. Now, we rely (even within the regiment) upon motors to carry the greater proportion of our fire-power as well as our food, forage and ammunition ; and no amount of cajolery or encouragement will persuade a six-wheeled one-ton lorry to move a yard on an empty petrol tank. If we are to keep on the move, petrol must be there—and there to time.

It follows, therefore, that not only must the arrangements for supply and maintenance be exact, but also that the tactical situation may be very largely governed by these arrangements ; an obvious truth over which we stumbled very painfully more than once during the recent war. In fact, as well as in theory, tactics and administration are inter-dependent.

By those of us who have never dealt with it, administration is usually regarded as one of those dark, impenetrable mysteries which lies purely within the province of the expert—a matter, therefore, which affords the highest degree of opportunity for the exercise of the inscrutable obstructions and diabolical chicanery which, to many of us, form the chief characteristics of the STAFF. If, however, we can succeed in overcoming our natural repugnance to enquiring into obscene mysteries so far as to attempt to analyse this business of administration, we shall find that it is not entirely composed of demanding and producing complicated “returns” in grotesque jargon and of counting rolls of “four-by-two.” It is, in fact, a matter of common-sense, based upon our own or somebody else’s experience, just as much as is the arrangement of a sporting tour or a pig-sticking camp. In making these arrangements—as some of us may have learned by bitter experience—the first essential is to foresee what we want and when and where we want it. To do this implies the intelligent exercise of imagination. The next essential is to “deliver the goods” ; and this in turn implies the existence of some executive organization—probably a combination of Messrs. Fortnum & Mason and Henry Ford.

In the Cavalry Division, the intelligent imagination is provided—in theory, at least—by the administrative part of the staff and the representatives of the administrative services and departments at Divisional Headquarters ; the executive

organization is provided by the administrative units which form a part of the Divisional Troops, and which supply food, forage, petrol, ammunition, explosives, etc., and evacuate casualties in men, animals, vehicles and material.

Let us assume the existence of a Cavalry Division organized as suggested in Table "A" and then examine in detail its administrative machinery.

The fighting portion of the Division* consists of three (or two) Cavalry Brigades, of which each contains four (or three) Cavalry Regiments. Each Regiment has a headquarters wing, two sabre-squadrons, and twelve Vickers guns; the whole of its own transport, including the vehicles which carry the machine guns and their crews is "mechanized," i.e., consists of six-wheeled, cross-country, one-ton lorries. In addition, the Division contains in its Divisional Troops a Brigade of horse-drawn Artillery, a Squadron of Engineers (which are both technical and fighting troops) and—let us say—a Company of Armoured Cars. Then, there will certainly be an allotment, probably an Army Co-operation Squadron, from the R.A.F. working with the Division, and possibly a Brigade of mechanized Field Artillery; while to enable the Commander to control his force he will have a Signal Squadron—also partly mechanized.

Now, to enable this force to take the field and effectively to embark upon tactical operations, a comprehensive administrative organization is required. The fighting troops must be brought to battle at the right time and place, fit, fresh and well-fed; supplied with reinforcements, arms, ammunition, clothing, stores and equipment; casualties in men, animals and material must be smoothly and rapidly evacuated and replaced. Moreover, the whole of this maintenance must be carried out continuously (perhaps over a long and sparsely-protected line of communication) without serious interruption from hostile action (which may be direct—by armoured car raids, or indirect—by the destruction of bridges and roads) or delay due to faulty staff arrangements.

* *Vide* Table "A."

The Commander is responsible for the maintenance of his force just as much as he is responsible for its tactical direction ; but to assist and advise him in the exercise of his responsibilities he has the staff at Cavalry Divisional Headquarters. This staff, though one whole, is divided into a General Staff branch and an Administrative Staff branch, each branch primarily concerning itself with, respectively, tactics and administration. The important point to note here is that the staff is a whole and *must* work as a whole. In the history of war there has been no more fruitful cause of tactical failure than the omission to give proper consideration to administration. It is a sufficiently obvious truth that to throw troops into a battle in which food and ammunition cannot reach them, from which casualties cannot be collected and evacuated, is to court disaster ; but it is a truth which was often overlooked during the years 1914-18 ; and, when it was overlooked, the penalty—almost invariably—was dire.

With the duties of the General Staff branch at Cavalry Divisional Headquarters we are not concerned at the moment. It is sufficient to say of them that the General Staff personnel must keep the Administrative branch fully informed of not only the tactical situation as it exists at the moment, but also the tactical situation as it is likely to exist in an hour's time, in a day's time, in a week's time. Unless the Administrative Staff is given early information of the Commander's tactical intentions, its personnel cannot make sound arrangements to support it—and, to be successful, every tactical plan must be administratively sound. Too often in the past we have seen "G" and "Q" working in entirely separate offices, all "G" with the Commander, all "Q" hidden away in some obscure corner. It is essential that the senior Administrative Staff-officer of the Division (A.A. and Q.M.G.) should have just as easy access to the Commander as the senior General Staff Officer ; it is of paramount importance that those two staff officers should carry out their respective duties in the closest mutual combination.

The Administrative branch of the staff at Cavalry Divisional Headquarters consists of :—An Assistant Adjutant and Quarter-

master-General (A.A. and Q.M.G.)—a first-grade appointment ; a Deputy Assistant and Quartermaster-General (D.A.Q.M.G.) and a Deputy Assistant Adjutant-General (D.A.A.G.), both second-grade appointments.

Attached to Divisional Headquarters, and acting in a dual capacity as technical adviser to the staff and commander of the units of his own service or department working with the Division, are :—an Assistant Director of Medical Services (A.D.M.S.) ; an Assistant Director of Veterinary Services (A.D.V.S.) ; a Deputy Assistant Provost Marshal (D.A.P.M.) ; an Officer Commanding Royal Army Service Corps (O.C., R.A.S.C.) ; a Deputy Assistant Director of Ordnance Stores (D.A.D.O.S.) ; a Senior Chaplain ; and a Warrant Officer of the Army Postal Service.

The duties of the Administrative Staff and the Technical Advisers at Cavalry Divisional Headquarters are outlined in Table “ B.”

So much for the “ intelligent imagination ” part of the business : now let us turn to the executive organization by which the administrative plan is carried out.

First in the system of supply and maintenance comes the Transport which carries forward supplies, stores and ammunition, and brings back damaged material and spare saddlery, harness, etc.

The transport vehicles which convey supplies, etc., from rail—or river—head to the units are organized in three “ echelons.” Of these, the first and second echelons are a part of the organization of the Cavalry Division, i.e., 1st Line Transport of units and 2nd Line (R.A.S.C.) Transport included in the Divisional Troops. The third echelon, the Cavalry Maintenance Company R.A.S.C., is a unit under control of the next higher formation to the Cavalry Division—i.e., by Cavalry Corps, if one exists, or Army or General Headquarters—which may be allotted for service with the Division when the circumstances require it.

1st Line Transport of Regiments consists, or will consist in the near future, of six-wheeled, cross-country, one-ton lorries.

It carries—in addition to the Vickers Machine Guns and their crews—a day's rations for men and horses (less the amount of corn carried on the saddle), greatcoat, ground sheet, spare underclothing, towel, grooming kit and picketing gear, and ammunition. This transport forms part of the Regiment, is driven and—up to certain limits—kept in repair by Regimental personnel.

2nd Line Transport consists of units of the R.A.S.C. included in the Divisional Troops. These units are, or will be in the future :—a Cavalry Supply Company, R.A.S.C. ; a Cavalry Baggage Company, R.A.S.C. ; a Cavalry Ammunition Company, R.A.S.C. ; a Cavalry Mechanical Transport Repair Company, R.A.S.C. ; and a Reserve Horse Transport Company, R.A.S.C. The type of vehicle used in these 2nd L.T. mechanized units is the pneumatic-tyred 30 cwt. "light" lorry ; in the horse-drawn unit, the L.G.S. Wagon.

3rd Line Transport consists of solid-tyred 3-ton "heavy" lorries of the Maintenance Company, R.A.S.C.—a non-Divisional unit.

The *normal* "round-trip"—for continuous working—of these echelons may be taken at 50 miles for 3rd L.T., 70 miles for 2nd L.T., 100 miles for 1st L.T. (without refilling petrol tanks) but naturally these distances will vary according to circumstances and conditions. Roughly speaking, these three echelons of mechanical transport confer on the units of the Cavalry Division the ability to maintain themselves in the field at a distance of 100 miles from railhead.

In outline, the system of supply carried out by means of this transport organization is as follows :—

3rd L.T. draws supplies, ammunition, explosives, ordnance stores, mails, etc., from supply and ammunition railheads—to which they have been brought by "pack trains" (supplies) and "bulk trains" (ammunition)—and carries them to supply and ammunition "refilling-points" for the Cavalry Division, where they are reloaded into the second-line vehicles. 3rd L.T. then returns to railheads to pick up fresh supplies.

2nd L.T. loads supplies at the "supply refilling point" (S.R.P.) into the Cavalry Supply Company, R.A.S.C., and, at the A.R.P., ammunition into the Cavalry Ammunition Company, R.A.S.C. (which has separate sections for the carriage of small arms ammunition, grenades and explosives, and for artillery ammunition). The Supply Company moves forward to "delivery points"—one for each Cavalry Brigade—at which supplies, etc., are delivered to the 1st L.T. of Regiments, Batteries, etc. The S.A.A. Section of the Ammunition Company delivers to the S.A.A. reserves of each Cavalry Brigade—formed by withdrawing a proportion of regimental 1st L.T. vehicles: the artillery section delivers direct to the wagon lines of Batteries unless, for tactical or administrative reasons, light lorries cannot go so far forward, when it will deliver to the (horse-drawn) wagons of the R.H.A. Brigade Ammunition Column—whose function in the chain of ammunition supply is that of an extra link, to be inserted by the O.C., R.H.A. Brigade, when required by circumstance. 2nd L.T. then returns to billets and is ready to pick up next day's supplies and to refill with ammunition.

It is to be noted that whereas the delivery of supplies is constant and regular, the delivery of ammunition—and petrol—though constant, is irregular because it depends entirely upon the rate of expenditure—which may vary from day to day.

The 1st L.T. of units is organized into two echelons:—"A" and "B". "A" carries those things (including 6 lbs. of forage per horse, grooming kit and picketing gear) which may be required by the fighting troops at very short notice; "B" carries rations (over and above the haversack ration). A point to notice here is that whereas rations are delivered by the ration lorries of the Cavalry Supply Company, R.A.S.C., to "B" echelon of unit transport at the brigade delivery point, forage is delivered by the forage lorries of the Cavalry Supply Company, R.A.S.C., direct to units at unit wagon lines, where the grain is put into the nose-bags which are carried in part on the saddle and in part in "A" echelon vehicles. Similarly, baggage (including blankets) is delivered direct to units in their billets or bivouac areas by the

lorries of the Baggage Company, which may either remain in unit areas all night and reload and withdraw next day or return to their own billeting area at night and move up to unit areas next morning to reload.

Nowadays, the extensive radius of action possessed by mechanized 1st L.T. enables the refilling points of Cavalry Brigades to be selected in areas much further behind the fighting troops than formerly was possible. Now, all dispensable 1st L.T. vehicles can be concentrated under Brigade arrangements, kept concealed some fifteen miles or so in rear of the battle and still be brought up to their regiments within an hour—provided that the system by which the Brigade Staff can communicate with them is effective and that they are under the charge of responsible, intelligent leaders.*

One result of this is that the unit cooks can settle down at or near Brigade delivery points (which can be kept far back and under cover from observation) and prepare and cook the rations which have been received from the Supply Company, R.A.S.C., and afterwards pack them into "hot-food containers" (in which they will remain hot for many hours). The containers can then be loaded into "B" Echelon 1st L.T. and despatched to units on receipt of orders stating their destination and the time at which they are required. By such a system the movement of motor transport on the roads can be well organized and controlled, and cooks can carry out their duties with the minimum fatigue.†

So much for the supply‡ of rations, ordnance stores, and mails (provision for the carriage of these two latter items being included in the Cavalry Supply Company, R.A.S.C.). Now for the supply of ammunition and petrol, which must of necessity be irregular because it must conform with the expenditure of the moment.

* In the establishment of R.A.S.C. units, personnel for inter-communication is included; in Cavalry Brigades inter-communication between H.Q. and "B" Echelon 1st L.T. will probably be carried out through the Signal Troop.

† Sufficient data concerning the culinary "performance" of a hot-food container is not available to quote, but it seems that, with care and experience, the food can be kept hot and palatable without becoming over-cooked.

‡ One day's supplies for a Cavalry Brigade weigh approximately 53 tons and fill nine 10-ton railway trucks.

ADMINISTRATION OF A CAVALRY DIVISION 569

At the beginning of a war, petrol will be supplied in two-gallon tins and carried (in cases of four tins) from supply railhead in specially-allotted vehicles of the Maintenance (3rd L.T.)* and Supply (2nd L.T.)† Companies, R.A.S.C., and will be delivered—very probably at brigade delivery point—to 1st L.T. for replenishing their vehicle petrol-tanks. Naturally, the petrol requirements of 1st L.T. will vary according to the operations in progress. At a *very* rough calculation, we may assume the daily petrol consumption of the motor vehicles (including armoured cars and excluding R.A.F. Squadron) of first and second echelons to be *about* twelve tons weight. This consumption will be irregular; therefore, the principle of its supply is for each echelon of transport to be prepared to refill the petrol tanks of the echelon next in front of it at a point which is as far forward as is consistent with the exigencies of the tactical and administrative situation. An important point to note is that, so long as we depend upon tins for our petrol-supply, empty petrol-tins must be carefully collected and brought back (on returning empty supply and petrol-lorries) for refilling.

The supply of ammunition to 1st L.T. is carried out by the Cavalry Ammunition Company, R.A.S.C., by a similar method to that employed by the Supply Company in delivering petrol.

The ammunition is brought from ammunition railhead to ammunition refilling point (A.R.P.) by the ammunition section of the Maintenance Company, R.A.S.C. (3rd L.T.) allotted to the Cavalry Division. At A.R.P. it is transferred to the 2nd L.T., the Cavalry Ammunition Company, R.A.S.C., by which it is delivered to 1st L.T. at Brigade S.A.A. Reserve and Battery wagon-lines or R.H.A. Brigade Ammunition Column, as has previously been described.

The working of the system of ammunition supply is, as it were, automatic and is carried out without the intervention of the Divisional Staff. Each echelon of ammunition-transport maintains communication with the echelon next in front of it by sending with the next forward echelon an orderly who,

* Seven 3-ton lorries.

† Nine 30-cwt. lorries.

when replacements are required in that echelon, returns to his own echelon to collect and guide forward the number of full lorries required to make up the deficiency.

From even this sketch-outline of the system of supply and maintenance it will be realized that the work carried out by the various echelons of motor transport* will make extremely exacting demands on the personnel and vehicles employed on it and naturally may entail an uncertain number of vehicle-casualties, due to mechanical failures and, possibly, to running in adverse conditions—such as darkness and bad roads. To deal with these casualties, to repair and to replace them, there is included in Divisional Troops—in addition to the establishment of artificers on the strength of units—a Motor-Transport Repair Company, R.A.S.C. In all probability, there will also be allotted for service with the Cavalry Division an Advanced Vehicle Reception Park, an organization which—while containing a proportion of spare vehicles for immediate replacements—is primarily intended to collect and evacuate serious vehicle casualties and to receive and issue replacements arriving from the base.

In principle, repairs to vehicles which can be made within twenty-four hours will be carried out by unit artificers ; repairs which require between one and four days for their completion will be dealt with by the M.T. Repair Company, R.A.S.C. ; and where repairs need more than four days to complete, vehicles will be evacuated—and replaced—through the Advanced Vehicle Reception Park.

Naturally, the control of this great mass of mechanical transport (the transport vehicles of the first and second echelons with a Cavalry Division number approximately 660, exclusive of motor cycles) is not easy. It must be realized, too, that movement may frequently have to be carried on by night when, in forward areas, it will not be possible to use side or head-lights. To deal with the various means by which control

* The Reserve Horse Transport Company, R.A.S.C., as its name implies, is a reserve 2nd Line unit for emergency use in conditions which do not permit the employment of motor transport.

may be established, and congestion on roads be avoided, is beyond the scope of this article ; it is sufficient to say that the problem is a complex one. We are, perhaps, too apt to accept without question the fact that mechanization will enormously increase the mobility of the Cavalry. It will only do so if the mechanized transport is properly controlled and carefully directed, and if "G" and "Q" co-operate in these tasks and in protecting the various echelons both at rest and on the move.

So far, we have dealt chiefly with supply of material and the transport system by which it is effected. Now let us turn to the evacuation of casualties among men and horses. This is, of course, carried out by the Medical and Veterinary units with the Division.

The Medical units consist of three (mechanized) Cavalry Field Ambulances (each composed of a Headquarters and one Company with six light and six heavy motor ambulance vehicles) and a Cavalry Field Hygiene Section, all under the control of the Assistant Director of Medical Services (attached to Divisional Headquarters). The function of these units is to set up the best possible organization for collecting casualties from the Regimental Aid Posts (set up by Medical Officers with units) and to "dress" them to the extent required to enable them to be evacuated from the battle-field to the medical organization next in rear, where they can be more effectively treated. The collection of casualties in a rapidly moving and widely dispersed Cavalry engagement is an extremely difficult matter to arrange. In this connection, an important point to note is that the medical units must be regarded as a *Divisional* resource, for use in the most economical manner in the circumstances which may exist, and *not* as three separate Field Ambulances of which each one will invariably accompany a Cavalry Brigade—whatever its rôle. It is essential to have a mobile medical reserve which can move in any direction to "open up" as may be required by the Divisional situation.* Headquarters of each

* It may be that more often than not a Cavalry Field Ambulance—probably the same one—will march, billet and fight with a Cavalry Brigade, but this does not mean that a Cavalry Field Ambulance is a permanent part of a Cavalry Brigade "Group" (a term no longer encouraged).

Field Ambulance is capable of forming a Dressing Station ; the Company contains the bearer personnel for collecting casualties from Regimental Aid Posts and for bringing them to the Dressing Station, or to Car Posts if these have been established in front of the Dressing Station.

From the Dressing Station, casualties are carried by Motor Ambulance Convoy (a Corps unit from which an allotment is made to the Cavalry Division) to a Casualty Clearing Station, whence they are taken to Medical Railhead and evacuated by Ambulance Train to a Stationary Hospital.

The evacuation of animal casualties is carried out on similar lines, but the Veterinary organization—as it exists at present—is not so well-designed as its Medical counterpart.

There are with the Cavalry Division three Cavalry Mobile Veterinary Sections, under the control of an Assistant Director of Veterinary Services, of which the functions are to receive, dress and evacuate wounded horses in much the same way as Field Ambulances deal with wounded men. At present, however, these functions are considerably circumscribed by the fact that each of the Sections is provided with only *one* motor ambulance vehicle for horses, which means that the evacuation of wounded horses to the Veterinary Evacuating Station at Veterinary Railhead will be carried out almost entirely by marching—a process which is slow, expensive in personnel, and liable more or less to immobilize the Section if there are a large number of casualties to be dealt with, or—alternatively—to result in destroying or abandoning animals which cannot be evacuated.

This brief sketch of the system of supply and general maintenance includes the main essentials of administration in so far as the provision and evacuation of personnel, animals and material is concerned. Administration means far more than this, however. There is the work of the Provost establishment to be considered—an establishment which has many and important responsibilities in controlling traffic as well as in dealing with prisoners taken from the enemy ; there is the work of the Ordnance personnel ; the work of the Remount

department ; the work of compiling the returns and states on which depends the efficiency of the statistical system of arriving at the replacements which are required in personnel. These matters are chiefly technical, and are mentioned here only in order to complete the outline of the scope of administrative work within a Cavalry Division.

At first glance, it may appear as if the system which I have endeavoured to describe is sufficiently comprehensive to be thoroughly efficient. It is ; but, like other complex organizations, it needs to be known practically if the maximum efficiency is to be got out of it. In theory, everything goes smoothly. In practise, various "snags" occur. For instance, under existing proposals for reorganization the 1st Line Transport of Regiments is mechanized ; that of the R.H.A. Batteries is not. This means, of course, that there are two types of 1st L.T., each having approximately the same tasks to carry out, but each having an entirely different standard of performance. Again, the Field Squadron, R.E., has not sufficient cooks to allot one to a Field Troop, R.E., working independently.

Small difficulties of this kind, both in organization and in working, are bound to spring up. Sometimes they can be foreseen, at other times they cannot. The unexpected collapse of a bridge, or the overturning of a heavy lorry on a narrow road may upset the whole timetable of the supply scheme. Against such contingencies there is one important provision which *can* be made—forethought by the Administrative Staff. It is not sufficient to assume that because a situation is "normal" and things are running smoothly they will continue to do so. The Administrative Staff of the Division, their Technical Advisers, and Staff Captains of Cavalry Brigades have very great responsibilities towards the troops—responsibilities far more extensive than can be covered by the performance of mere routine. They have to be out and about visiting units, transport lines, refilling points and so on, satisfying themselves that the administrative arrangements *are* working effectively and that they are providing the troops with fighting requirements,

e.g., hot meals, water, forage and ammunition, and comfort requirements, e.g., billets or other accommodation, greatcoats, blankets, mails and newspapers and—most important on occasions—rum.

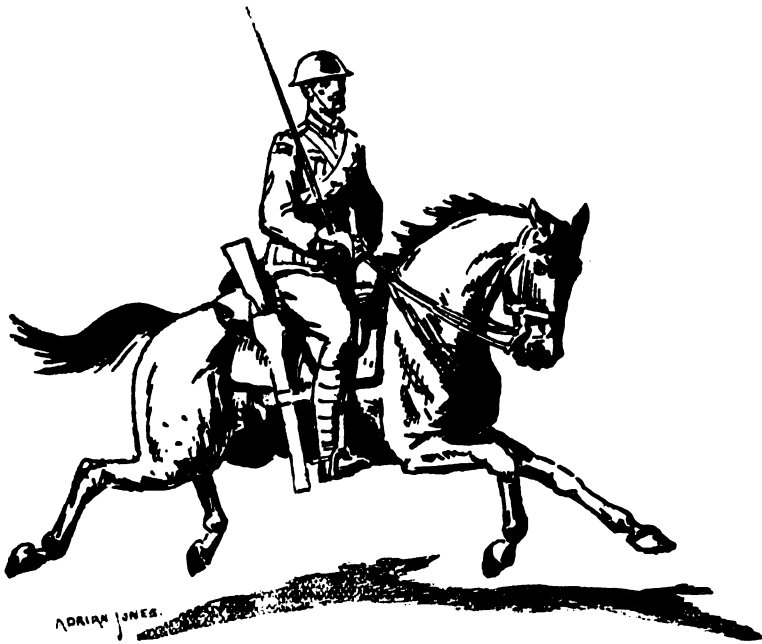


TABLE "A."
SUGGESTED COMPOSITION OF A CAVALRY DIVISION IN WAR.
Cavalry Division Headquarters.

Cavalry Division Headquarters.			Divisional Troops.	Attached.
1 Cavalry Brigade.	2 Cavalry Brigade.	3 Cavalry Brigade.		
A Regiment (a).	E Regiment.	J Regiment.	1st R.H.A. Brigade (A, B and C	Armoured Car
B Regiment.	F Regiment.	K Regiment.	13-Pdr. Batteries).	Company.
C Regiment.	G Regiment.	L Regiment.	1st R.H.A. Brigade Ammunition	Army Co-operation
D Regiment.	H Regiment.	M Regiment.	Column (b).	Squadron,
			1st Field Squadron, R.E. (H.Q. and	R.A.F.
			3 troops).	Cavalry Main-
			Cavalry Divisional Signals (Sqn. H.Q.	tenance Company
			and 3 troops).	R.A.S.C. (h).
			H.Q., R.A.S.C.	
			Cavalry Division Supply Company (c).	
			Cavalry Division Baggage Company (c).	
			Cavalry Ammunition Company (d).	
			Cavalry Division M.T. Repair Company (e).	
			Reserve H.T. Company. (f).	
			1st Cavalry Field Ambulance (g).	
			2nd Cavalry Field Ambulance.	
			3rd Cavalry Field Ambulance.	
			Cavalry Division Field Hygiene Section.	
			1st Cavalry Mobile Veterinary Section.	
			2nd Cavalry Mobile Veterinary Section.	
			3rd Cavalry Mobile Veterinary Section.	
			Provost Squadron.	
			(d) Consists of Headquarters, S.A.A. Section and Gun Section	
			(e) Consists of Headquarters and two Mobile Repair Sections.	
			(f) Consists of horse-drawn L.G.S. Wagons.	
			(g) Consists of Headquarters, one Company and twelve	
			motor ambulances.	
			(h) Consists of Headquarters, Supply Section and Ammuni-	
			tion Section.	

- (a) Each Regiment consists of a Headquarter wing, two
sabre-squadrons and one machine-gun squadron of
twelve mechanically-carried Vickers guns.
(b) Consists of horse-drawn L.G.S. Wagons.
(c) Consists of Headquarters, Div. Tps. Section and three
Cav. Bde. Sections.

TABLE "B."

THE ADMINISTRATIVE BRANCH OF THE STAFF AND THE HEADS OF SERVICES AND DEPARTMENTS
AT THE HEADQUARTERS OF A CAVALRY DIVISION.

G.O.C.

A.A. and Q.M.G.

Deals with :—Co-ordination of administrative and operational policies ; co-ordination
of technical services ; personal services ; honours and awards.

D.A.Q.M.G.

Deals with :—Preparation of
Administrative Instructions ; Police ; Traffic control ;
Details of supply and trans- Prisoners of War ; Casual-
port ; Ammunition ; Ordnance ties, Burials ; Reinforce-
Stores, Baths, Laundries, etc.; ments ; Spiritual Welfare ;
Remounts ; Postal Service. Billeting ; War Diary.

D.A.A.G.

D.A.D.O.S.

Controls supply
and evacuation
of Ord. Stores
between S.R.P.
and Units and
is responsible for
general Ord. Ser-
vice.

W.O. from

Army Postal
Service.

D.A.P.M.

Commands Provost
Squadron and
carries out discip-
linary, etc., duties
as indicated by
D.A.A.G.

Chaplain.

A.D.M.S.

Commands Medical
Units with Cav.
Div. and acts as
technical adviser
to G.O.C.

A.D.V.S.

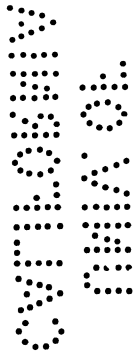
Commands Veter-
inary Units with
Cav. Div. and acts
as technical adviser
to G.O.C.

O.C., R.A.S.C.

Commands R.A.S.C.
Units with Cav.
Div.; carries out
requisitioning ;
acts as technical
adviser to G.O.C.



The mother of this cub was shot in Kenya, and two cubs a few weeks old were taken. One died, and the other was given to the daughter of the Naval Commander-in-Chief, East India Station. The cub was named Simba, and sent home in H.M.S. Chatham to the Zoo, where it arrived safely. Before proceeding to the Zoo it remained for three weeks in Devonshire, and made great friends with two hound puppies which were being walked. These two puppies and the lion cub lived together in a loose box and were the greatest friends.



HORSE RACING THROUGH THE AGES

By **LIEUTENANT-COLONEL T. R. BADGER**, late 12th Royal Lancers.

THE "Sport of Kings" has never, perhaps, been in such a flourishing state as it is to-day. The Racing industry, i.e. horse racing and horse breeding, has a capital of many millions and finds employment for many thousands of workers. As it is now recognised as one of the leading lesser industries of the country, it would be interesting to see how the development of this industry took place, and to see who were the men primarily responsible for its success.

The development of horse breeding and horse racing in this country can be divided into two parts: the first from early days to the seventeenth century when racing was an amusement, the second from the 17th century to the present day, when racing is pursued for the purpose of testing breeding material.

To begin with the first part. Scientists declare that the horse existed in pre-historic days in England, but that it was only the size of a pony. The first mention of a race-course or race-horse outside England, as far as one knows, occurs in a description by Solon of Atlantis—the land submerged in the South Atlantic Ocean at the time of the Flood. Solon, who lived 600 years B.C., learned the Atlantis tradition from the wise men of Sais. He said: "In the centre of the larger island of the two there was a race-course of a stadium in width, and in length allowed to extend all round the island, for horses to race in." When the Romans invaded Britain under Julius Cæsar, the latter continually mentioned in his writings the endurance, speed and general excellence of the British Horse. Of the British tribes in those days the best mounted and the best horsemen were the Iceni, who dwelt in the East of England,

and who founded the village of Exning, near Newmarket. Some people say they were the horse dealers of the country; that may be so, but in any case they knew all about horses. Even their coins bore the effigy of a horse on one side. Very little is known as to what kind of horses existed then, but most probably they were on the small side as compared with the present day. It is known, however, that the Romans imported some Arabs, for there is a record of these Eastern horses running at the first authentic race meeting in England. This event took place at Wetherby, near York, in the year 206 A.D. under Roman management. The horses that ran were all Arabs. These imported horses were not, however, a success, as they were unable to stand the severe climate, which prevailed in England some 2,000 years ago. There was undoubtedly some racing during the Roman occupation, though chariot racing, at which the Romans excelled, was not, curiously enough, encouraged by them in Britain.

There is very little information as to racing during the time of the Anglo-Saxons, although there is evidence that racing of a sort existed, as the two following examples will illustrate; The Venerable Bede, a monk, in his writings relates how when out riding with some companions, the party reached a plain adapted for a race-course. The young men of the party were anxious to try the speed of their horses, which they did; one of them, however, took a heavy fall and was with difficulty restored "to life." The other example is one of King Athelstan (929-940) receiving a gift of race-horses from his brother-in-law Hugo Capet Duke of Burgundy—the latter, it is certain, would not have been so tactless as to send his brother-in-law race-horses if the King was not fond of racing and indulged in the pastime. The stamp of horse was most likely much the same as that which existed during the Roman occupation, although there was in all probability a certain amount of oriental blood introduced. Apart from the horses that were broken and used by the inhabitants, there dwelt in the forests of Britain large droves of horses running wild, and these droves were in existence even as late as the seventeenth century.

The Normans were responsible for introducing into England from the North of France a stronger and a bigger type of horse than that existing in the country at the time of their invasion. From this date, 1066, to the end of the sixteenth century the prosperity of racing depended for the most part on the King that happened to be on the throne. So many of them were too busily engaged in wars and intrigues to encourage horse racing, but we know that the British horse was much esteemed both at home and abroad and much sought after by the foreigner. Oriental horses during this period were imported into England by knights returning from the Crusades and by others, but not in great numbers like that which took place in the seventeenth and eighteenth centuries.

Fitzstephen in his history of London describes some racing that took place at West Smithfield in the time of Henry II (1154-1185) as follows: "The racing took place at West Smithfield, where horses were exposed for sale, and in order to prove the value were matched against each other. When a race is to be run by this sort of horse, and perhaps by others, which also in this kind are strong and fleet, a shout is immediately raised, and the common horses are ordered to withdraw out of the way. The jockeys, or sometimes only two, as the match is made, prepare themselves for the contest. Such as being used to ride know how to manage their horses with judgment, the grand point is to prevent a competitor from getting before them. The horses on their part are not without emulating; they tremble and are impatient, and are continually in motion; at last the signal once given, they devour the course, hurrying along with unremitting velocity. The jockeys inspired with the thoughts of applause and hopes of victory, clap spurs to their willing horses, brandish their whips, and cheer them with their cries."

Such is the description of racing in the time of Henry II—weird and curious to our modern ways. The American idea of race riding, i.e., "going right through" from beginning to end, introduced into England about 1900, was no novelty; the jockeys in the 12th century also believed in the same idea.

There is also a much quoted record of a match in 1377 between the Prince of Wales (later Richard II) and the Earl of Arundel, with what result history does not relate. Richard II was a lover of horses, and he had no scruples in commandeering the best, which were generally to be found in the stables of the monks.

Henry VIII encouraged racing, and attended meetings.— He also kept a racing stud of his own. The spirit of gambling was prevalent about this time and big wagers were made on horse races and matches ; so much so that many of the nobility were very much impoverished as a result of being unfortunate in their turf speculations. The remuneration for jockeys or tryers, as they were called in Henry the VIII's reign, was £1 4s. 8d. for winning a race, a sum which would be worth more than the corresponding winning fee of five guineas to-day. The name tryer for a jockey is one that certainly inspires confidence. The race-horse was called the courser. If there had been a sporting press in the sixteenth century the well-known heading " Probable Starters and Jockeys " of to-day would then have read " Probable Tryers and Coursers ! "

Racing was known to be held during Queen Elizabeth's reign at Chester, Richmond, Croydon, St. James's Park, and Doncaster amongst other places. The Queen attended Croydon races fairly frequently, and doubtless saw her horses run. On one occasion the sum of 34s. was spent by the management of Croydon races to erect a stand in order that the Queen might view the races to advantage.

The advent of the Stuarts to the English throne was a landmark in the progress of the racing industry. Although they were not all of them good kings, they were good sportsmen. It is during this Stuart period that " racing was pursued for the purpose of testing breeding material." The first of the Stuart Kings, James, unlike most of the Stuarts, had not a prepossessing personality. He was a bad rider and looked ungainly on a horse, but he was a devotee and supporter of all kinds of sport including racing. He was also a great reader, and a writer of books and poetry. One of his poems was composed when frost put a

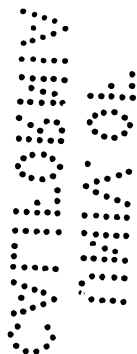


From the original picture by John Woodton

THE BYERLEY TURK

By kind permission of Messrs. Fore & Co.

The Property of Capt. Byerley who rode him during King William the Third's Wars in Ireland



stop to his hunting, and he vented his disappointment at the stoppage by some vigorous lines. His chief fame in racing history is the fact that he was the founder of racing at Newmarket, and by his support made the place fashionable. Incidentally he made it lucrative, as he created ninety-nine knights there during his reign and charged them £200 apiece for the "honour." He wrote a book called "The Book of Sport." In this book he propounded a scheme which was roughly this: The King considered that, as people worked every day of the week except Sundays and holidays, they could not keep physically fit. He thought this bad for his subjects and in his opinion the remedy lay in playing games on Sundays. James, therefore, ordered the clergy to exhort their congregations every Sunday from the pulpit to follow the King's advice. The Church did not approve of this novel idea at all, sound as it was in theory. The clergy obeyed the King's orders, but after a time the Sunday exhortations from the pulpit ceased. Charles the First was a very good horseman and a keen supporter of the turf. Unfortunately times were troublesome during his reign, and he lost his throne and his life through ignoring the liberties of the subject and the privileges of Parliament. Under Cromwell racing declined, though the Puritans were not by any means adverse to it, as they realized the value of horsebreeding. Cromwell, however, prohibited the holding of race meetings in 1654, as he feared that they would be used as a cloak for Royalist risings. It is not generally known that Cromwell was a breeder of race-horses, and he imported the white Turk Stallion, who is a direct ancestor of Captain Cuttle, the winner of the Derby in 1922. He also took over the Royal Stud at Harleston, Tutbury, Staffordshire, which at that time consisted of some 140 valuable mares and foals.

There was a general reaction in England when Charles the Second came to the throne from the restrictions imposed by the Puritans on sport. Charles was not only a very keen supporter of the Turf, but was a good sportsman. He was a fine horseman, a good fisherman, tennis player and a remarkable walker. He not only kept race-horses and a breeding stud,

but rode many winners himself. Charles II was responsible for initiating the King's Plates at Newmarket and elsewhere run over a distance of three-and-three-quarter miles with the object of testing breeding material. He made therefore racing a matter of national importance for the breed of horses and not merely an amusement, and this policy is carried on to the present day. Charles II took great pains with his own breeding stud, importing several oriental stallions and mares. Newmarket was his favourite race meeting, and he made it the headquarters of the Turf, which it is to-day. Regular meetings were established there by him, and meetings at other places throughout the kingdom flourished during his reign. Newmarket doubtless witnessed many gay scenes. The ladies had to be able to ride then, to look ungainly on a horse was almost a crime. Miss Churchill—the Duke of Marlborough's sister—nearly forfeited the friendship of the Duke of York (afterwards James II) on account of her bad seat on a horse. On the other hand the Duchess of Richmond looked such an admirable figure on horseback, that Philip Rotier, the Sculptor, immortalized her as the Britannia of our coins. The King himself settled all disputes on the race-course, and when the King was not there, some of the nobility acted in his stead. Racing at Newmarket must have been curious to our present day ideas. Races were for the most part run in heats, and the distances were anything from three to six miles. There were no stands worthy of the name. Everybody rode hacks. The name of the King's favourite hack "Rowley" is still perpetuated in the "Rowley" mile course at Newmarket, over which the 2,000 guineas is run. The assembly of horsemen on their hacks used to follow the races; what the condition of the turf must have been like after these galloping squadrons had passed, history does not relate. The winner of the race was generally greeted by drums and trumpets, which would not be a suitable welcome to the present highly-strung thoroughbred. Probably the first "tipster" on record appears in Charles' reign. One Abbey Pregnari, a visitor to the Court at Newmarket, and a noted astrologer, was induced to predict the winners either by the stars or magic for



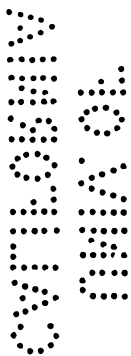
From the original picture by John Woolton

THE DARLEY ARABIAN

(Imported from Aleppo, 1705)

The Property of John Brewster Darley Esq of Aldham

By kind permission of Messrs. Fores & Co.

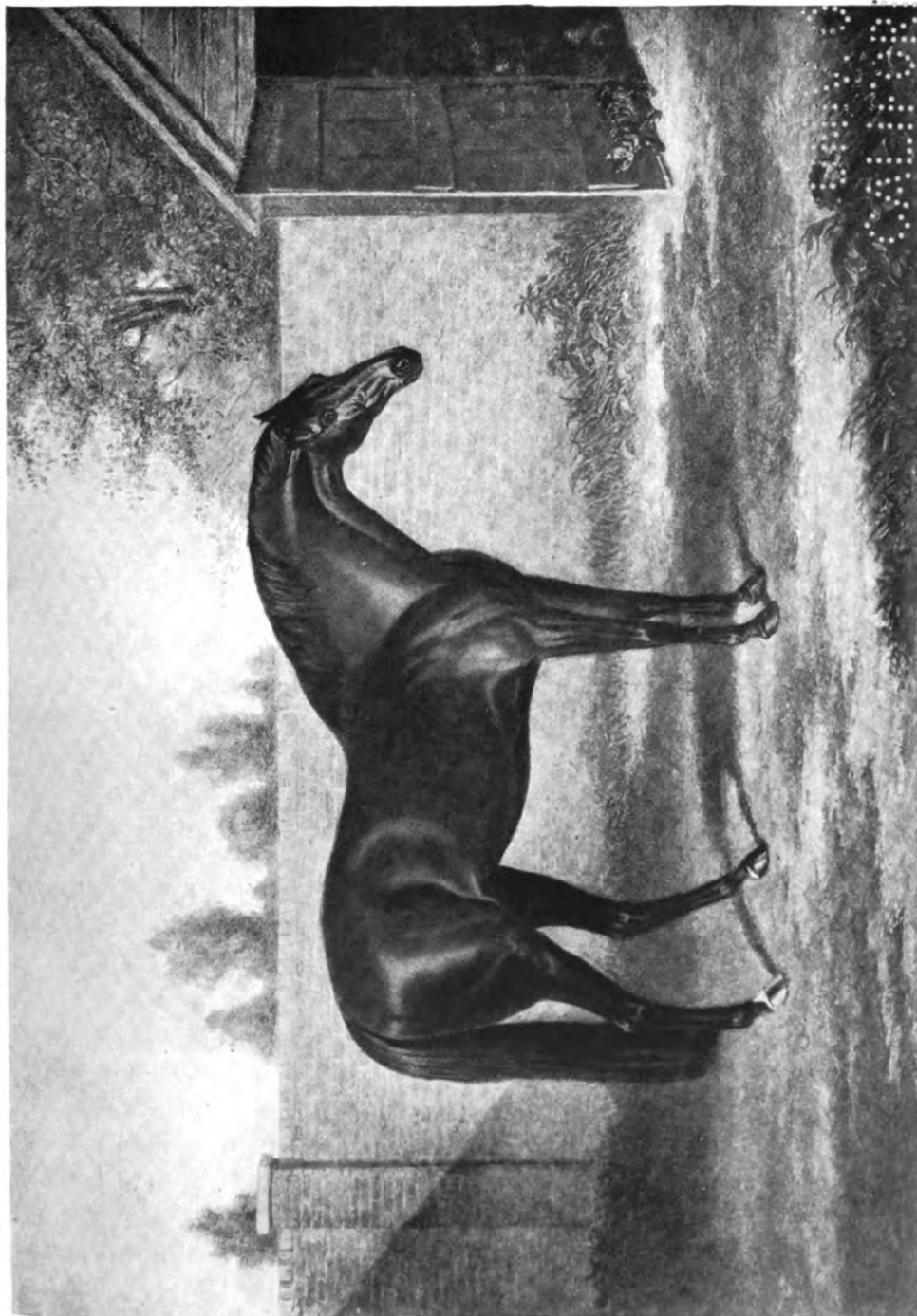


the benefit of some noble punters. His selections were not however very successful, as he gave the Duke of York (afterwards James II) three losers in one day. Charles II had his faults, but he was a great sportsman, and the Turf, in any case, owes him a debt of gratitude.

James II though an enthusiastic attendant at Newmarket during his father's reign, spent three years as a King in plotting and trying to foster the Roman Catholic religion on to a country that did not want it. So he had little time for racing, and naturally the sport declined somewhat during his reign. William of Orange quickly revived the glories of racing, which had diminished under James II. He was a heavy gambler and a bad loser. He was, however, a devotee of Newmarket Heath, and in his first appearance there created a sensation by covering the distance from London in one day, a feat never before accomplished. He kept up the royal racing and breeding studs, as did Queen Anne, who was a much better sportswoman than William was a sportsman. She founded Ascot and she was in the habit of attending race meetings in state. She was keen on her breeding stud, and she was responsible for preserving the pedigree of horses. She died much lamented by sportsmen throughout the country. By the death of Queen Anne the reign of the Stuarts terminated. No monarchs have done more for racing than these much criticized Stuarts, particularly Charles II and Queen Anne. The early Georges displayed a very lukewarm affection towards racing, but this did not really affect the sport very much. So many horsebreeders and race-horse owners existed throughout the country—thanks to the encouragement of the Stuarts—that racing may be said to have flourished in spite of the Hanoverian Kings. George the First, totally ignorant of the language and customs of his subjects, could hardly be expected to take much interest in racing. George the Second preferred visiting Hanover to Newmarket. George the Third liked hunting, but was indifferent to racing. The Prince of Wales—afterwards George the Fourth—was an enthusiast, and but for the unfortunate affair in 1791, when he was accused, perhaps unjustly, of having had

his horse "Escape" pulled at Newmarket, he would have been even more enthusiastic. William the Fourth ran horses, but he was not keen on racing. Royal breeding and racing studs were kept up during the reigns of these German Kings, although George IV was the only one of them that took any personal interest. Nothing need be said of the attitude of royalty towards racing since the reign of William IV, as their interest is a matter of common knowledge.

Let us return to the evolution of the thoroughbred horse. We have seen that from early days to the time of the Stuarts there was a breed of race-horses, probably a hardy sort but lacking in quality. Unfortunately no pedigrees were kept until the reign of Queen Anne, and the first stud book was only published in 1793 by Mr. Wetherby. There was a great importation of the best Eastern (Arabian) blood available during the seventeenth and eighteenth centuries. Charles II, for instance, imported several eastern stallions and mares, the latter known as the Royal Mares. The idea was to cross this eastern blood with the best native mares. Of all the eastern sires imported the three of the greatest importance were the Byerley Turk, a charger imported during the reign of William and Mary, the Darley Arabian imported by Mr. Darley in 1705 and the Godolphin Arabian imported by Mr. Coke in 1729, and afterwards given to the Earl of Godolphin. The reason for their importance is that one of these three horses appears in every pedigree of every British thoroughbred. These three Oriental stallions were not more than 15 hands in height, nor were any of the eastern imported horses any taller. In fact the average height of the blood stock in 1700 in England was about 14.0—nowadays close on 16 hands. Many people think that the thoroughbred horse is just an improved reproduction of its Arab ancestors of 200 years ago. This is not quite true. Although the Arab blood predominates, there will be found several blanks in pedigrees if traced back far enough, which blanks could only be filled by the native-bred mares. In any case, from this crossing of oriental blood with native and oriental mares, there has evolved the present thoroughbred



From the original picture by Geo. Stubbs, R.A.

By kind permission of Messrs. Foxes & Co.

THE GODOLPHIN BARB

(or Arabian—otherwise named "Scham"—foaled 1724, died 1753)

It is generally supposed that this remarkable horse was one of Eight Barbs presented to Louis XV by the Bey of Tunis (1731). He eventually came into the possession of the Earl of Godolphin and contributed more than any other stallion to the improvement of the breed of horses.

horse, a gradual evolution of two centuries. A comparison between the thoroughbred horse and his forbears is a matter, generally speaking, of opinion. It is probable that horses to-day are better than 100 years ago; but whether they are better than forty years ago is a matter of argument. Is Coronach, for instance, in the same category as Ormonde or St. Simon? Are there any men who can claim to be the founders of horse breeding in England? There is no one man who can substantiate such a claim, but perhaps the Stuarts and Charles II in particular have more claim than most people. Apart from the Stuarts the landowners and country squires were the backbone of horse breeding.

In the nineteenth century many of the successful industrial magnates joined the ranks of owners and breeders, and in the twentieth century, the ranks were further filled by city magnates and millionaires to the exclusion of some of the original class of owner, who is gradually disappearing. Owning race-horses is now such an expensive business that only millionaires and very rich men can compete. It is a pity, as it excludes from the rank of owners many whose patronage of the turf would be more than welcome these days. Horses now fetch their thousands of pounds, and everything connected with racing is on the same scale. Racing has grown into a commercial industry. Is it for the best? Time only will answer that question.

We have seen that in the reign of Charles II, the latter used to be the sole arbitrator of all disputes on the Newmarket Race-course. The King could not be everywhere, so the local magnates were probably the arbitrators or stewards at other meetings. Later in 1750 the Jockey Club started, which first of all only functioned at Newmarket, but afterwards extended its influence to all race meetings—as it does to-day. Some of the first rules of racing were drawn up by Charles the Second; this in later years became the business of the Jockey Club. There were, however, three dictators, who were mainly responsible for making the turf what it is now. They were Sir Charles Bunbury, who lived at the end of the eighteenth and

beginning of the nineteenth century, Lord Charles Bentinck, in the early part of the nineteenth century, and Admiral Rous in the middle of the same century.

It is a well known fact that though we have the best courses for race-horses in the world, we have probably the worst accommodation for visitors to the race-course. The race-courses have not kept pace with the horse. In the seventeenth and eighteenth centuries not much attention was paid to accommodation. Most of the spectators rode hacks and watched the races in that manner. Most of the spectators to-day cannot ride at all. The race-meetings were for the most part local affairs and run by local people. In many country places to-day there is generally some common or fields that still are associated with the name "race-course." As the attendances at race meetings increased, so came the necessity of erecting stands. Eventually the idea of enclosed meetings was adopted, Sandown Park being the first meeting of this sort. The enclosed meetings did a lot of good in eliminating the ruffians that attended the open meetings. Most of the race-courses are now owned by companies, who of course, have to pay dividends to their shareholders. The consequence is that there generally is not sufficient money to go back into the race-course, and the general public have to suffer.

We have seen how the racing industry started from very small beginnings, and how it is to-day an immense commercial business. Commercial because the majority of breeders now breed race-horses to sell and to make money, because race-courses are owned by Companies also to make money, and most of the officials and employees of the turf are, of course, salaried. The only people connected with the turf who do not make money, generally speaking, are the owners of the race-horses and the punters. Racing would not continue without betting, which is the only justification for the latter's existence.

Books Consulted—"Newmarket" by F. Siltzer. "Horse Breeding" by Von Oethingen. "Racing at Home and Abroad" by Richardson. "Breeding Racehorses on the Figure System" by Bruce Lowe.

THE REMOUNT DEPARTMENT

PART III

THE duties of Q.M.G.4.A—the Remount Section—have been described in Parts I and II. This article will explain the duties of Q.M.G.4.B—the Light Horse Breeding and Accounting Section.

Light Horse Breeding Scheme.—This scheme in its present form came into existence in 1911 and was administered by the Ministry of Agriculture and Fisheries.

In the years immediately following the Great War, when economy in public expenditure became imperative, it was decided that as the scheme was not necessary in the interests of agriculture, its cost could no longer be borne on the Vote for the Ministry, and that if it was necessary for the Army, the charge would have to be against Army Votes.

A Committee composed of representatives of the departments and interests concerned was appointed, and, in consequence of their report, it was decided to continue the scheme at the expense of Army Votes and to transfer the administration to the War Office. The transfer took place on the 1st April, 1924, and a new section (Q.M.G.4.B.) of the Remount Directorate was formed to carry on the administration.

The essential feature of the scheme is the award of premiums for stallions to travel in England, Wales and Scotland for the service of half-bred mares at a small cost to their owners. The various classes of premiums, their numbers and average value, are shown in the following Table, the numbers awarded in 1927 being shown under each class of premium :—

	<i>King's</i>	<i>War Office</i>	<i>Riding pony</i>	<i>Welsh cob</i>	<i>Dales pony</i>	<i>Fell pony</i>	<i>Mountain and Moorland pony</i>
	64	24	3	22	4	5	70
<i>Paid by the</i>							
<i>War Office :</i>	£	£	£	£	£	£	£
Premium ..	150	50	80	40	45	60	5 to 10
Service Fees ..	65	65	50	25	25	—	—
Foal Fees ..	80	40	15	15	10	20	—
	295	155	145	80	80	80	—
<i>Paid by Mare</i>							
<i>Owners :</i>							
Service Fees ..	65	65	50	15	—	45	—
<i>Average value</i>							
<i>of premium ..</i>	360	220	195	95	80	125	—
<i>Amount of</i>							
Foal Fee ..	£2	£1	10/-	10/-	12/6	10/-	—

Part of the premium is paid at the time of award and the balance after the close of the service season.

The King's premiums include twelve super-premiums of an additional value of £100 each, paid at the time of award, but it has been decided to reduce the number of these premiums to six next year.

The total annual expenditure allowed for premiums and expenses incidental to their award (apart from administration) is £30,000.

King's and Super-Premiums.—Except for Scotland, these premiums are competed for at the annual show of thorough-bred stallions which is held in London early in March under the auspices of the Hunters' Improvement and National Light Horse Breeding Society. The Society makes all arrangements

for the Show and receives as payment for the service the entry fees (£3 per stallion) and a grant from War Office funds. A contribution is also made to the Society's fund for prizes for young stock. The principal conditions of entry for stallions competing for King's premiums are that a stallion may not be under four, nor over twenty years of age, must be licensed by the Ministry of Agriculture and Fisheries under the Horse Breeding Act, 1918, must be free from the scheduled diseases and defects, and be entered in the General Stud Book. The War Office reserves the right to refuse the entry of a stallion which has been awarded premiums if his percentage of foals, taken on the average over two consecutive seasons of service as a premium-winning stallion, does not exceed forty.

Stallions are selected for King's premiums by judges appointed by the War Office. After the King's premiums are awarded the winners compete for super-premiums, and winners of super-premiums again compete for the King's Champion Challenge Cup, offered by His Majesty for the champion stallion in the Show. The War Office awards a gold medal for the champion stallion.

For the purposes of the competition and allocation to districts, counties are grouped, each group of counties forming a district class and receiving a number. The number of premiums for each district class is fixed, and owners are required to enter their stallions in one of the district classes, these classes being again divided into travelling routes.

A letter is sent to County Councils in the autumn notifying the date of the next Show and numbers of premiums available for award. The Councils are advised to endeavour to induce stallion owners to enter in the appropriate district class any stallions for which a preference is known to exist amongst mare owners in the county, and in the event of these stallions winning premiums, the War Office allocates them to the districts in which they are wanted as far as the requirements of the scheme as a whole will permit. To avoid in-breeding a premium stallion is not allocated to the same district for more than four seasons.

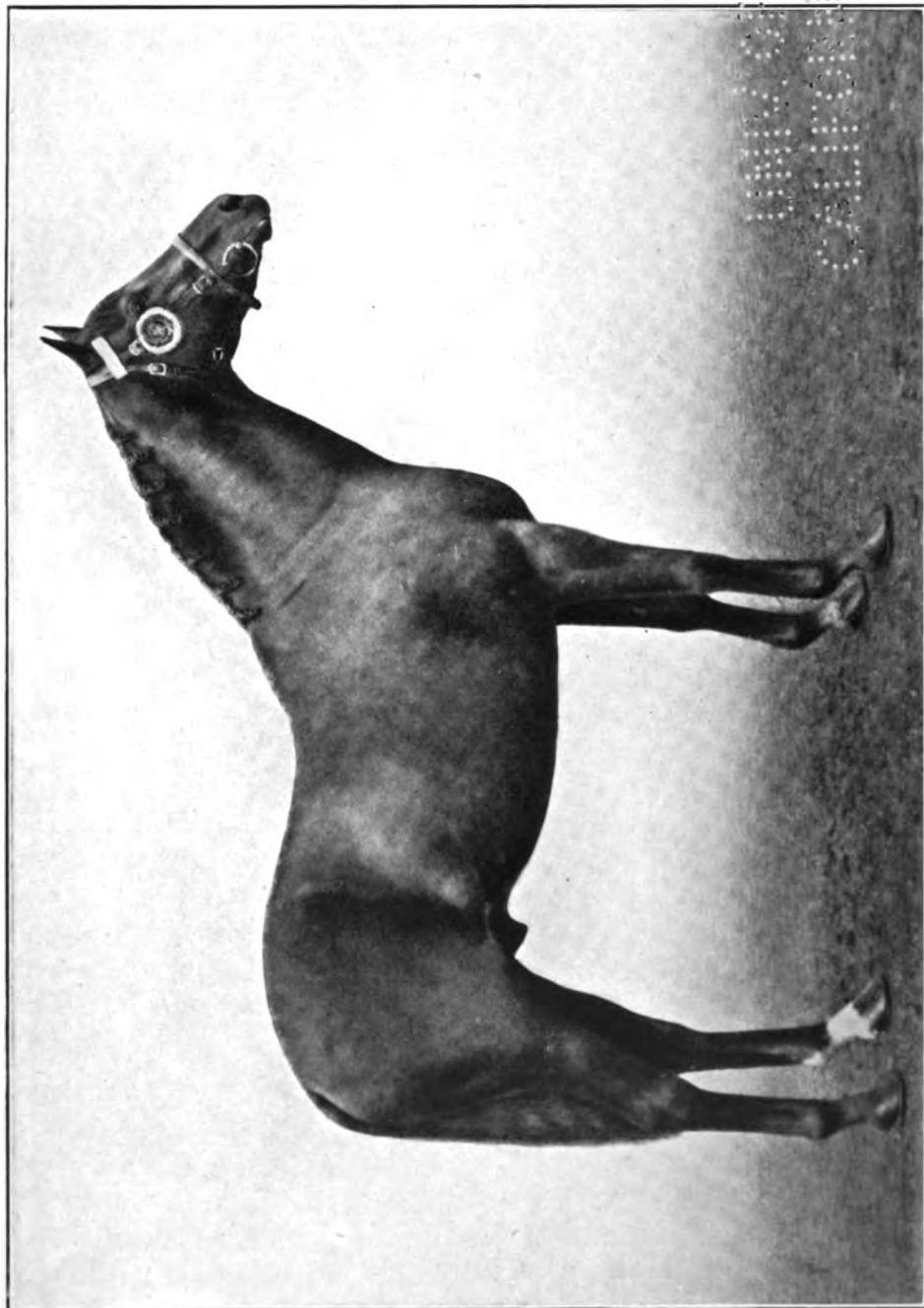
The staff of Q.M.G.4.B. attend the Show and as soon as the awards have been made the stallions are allocated to their travelling routes and remain in the custody of their owners until travelling commences.

The average number of stallions which competed for King's premiums from 1923 to 1927 was ninety-seven, and the quality of the stallions was well maintained.

Travelling and Service Regulations.—The travelling season commences on the 1st April and ends on the 31st July. During this period the stallions travel the route assigned to them under the guidance of leaders provided by the owners. The routes, with places and days of call, are made known by advertisements in the local press and by cards provided and distributed by stallion owners. Travelling arrangements are supervised by a committee of gentlemen resident in the locality, who give their services, and by the officers of the Light Horse Breeding and Remount Services.

The Service Regulations entitle any half-bred mare belonging to the district for which a premium is awarded, to service at a fee of £1 plus a groom's fee of 2s. 6d. This payment entitles the mare to a second and third service, if necessary, during the travelling season. Service may not be refused to a half-bred mare which fulfils the conditions, unless she is suffering from a contagious disease; but after 70 mares have been served at the £1 fee, the stallion owner is entitled to charge a higher fee if he chooses to do so. The £1 fee applies only to half-bred mares and the War Office does not pay a service fee for any mare served at a fee higher than £1, but will pay up to a maximum of 90 mares at the latter fee. A small number of mares specially selected by District Remount Officers as being likely to produce horses of Army type are served without charge to their owners. In these cases a service fee of £2 is paid by the War Office.

A service book is provided for each stallion. This book is carried by the leader, who fills in a description of each mare served, the name and address of her owner, and the date of



WINNER OF THE KING'S CHAMPION CHALLENGE CUP, 1927. [Photo by W. Rouch & Co.

HECTOR, brown (16—04), foaled in 1909. Sire—St. Amant. Dam—Hecuba, by Isonomy. g.d.—Helen of Troy, by Hermit. Exhibitor—Captain Thomas Lamplugh Wickham Boynton, Burton Agnes Stud, Driffield, Yorkshire. Breeder—J. L. Dugdale. In training from 1911 to 1913. As a 2-year-old started 3 times, placed once; as a 3-year-old started 7 times, won 3 times (59th Triennial Stakes, Ascot; St. George's Stakes, Liverpool; and Doncaster Stakes, Doncaster), placed twice; as a 4-year-old started 6 times, won once (59th Triennial Stakes, Ascot), placed once. On the Flat.

service; the entry is signed by the representatives of the stallion owner and mare owner respectively, a separate page being provided for each mare. At the close of the service season the service book is returned to the Director of Remounts, and the balance of the premium and the service fees due from the War Office are paid.

Foaling Particulars.—The next step is the collection of foaling particulars. Each page of the service book is provided with a form to show the result of the service entered on the page. This form indicates the date of birth, the sex and colour of the foal, whether the foal was slipped or born dead, or whether the mare was barren.

Early in the year the service books for the previous season are distributed amongst District Remount Officers in the districts in which the stallions travelled. D.R.Os. are supplied with reply-paid post cards to obtain from mare owners the results of the service of their mares, and, as opportunities arise, these officers call on the owners and verify the particulars obtained by post. This duty is, as far as possible, combined with the work of classifying civilian horses for impressment on mobilization, and the preliminary enquiry by post card saves a certain amount of travelling which would be fruitless in the case of mares which were barren or had produced dead foals. When all the foaling particulars have been gathered, the service book is returned to the War Office and foal fees are paid. It may be mentioned here that a foal slipped or born dead entitles the stallion owner to a foal fee, and that no extra payment is made for twins. The young stock is, as far as possible, kept under observation by D.R.Os., who keep a special record of its progress and development in a book provided for the purpose.

Scotland.—A special committee supervises the light horse breeding arrangements for Scotland, and premiums are awarded by the War Office on the recommendation of this committee, the regulations and conditions of award, travelling, etc., being the same as for premiums in England and Wales.

War Office Premiums.—Certain classes of premiums in addition to those already mentioned, are awarded by the War Office. Those known as “War Office Premiums” are almost all given to thoroughbred stallions which have competed for King’s premiums at the show; the exceptions are two Cleveland Bays, one Yorkshire Coach Horse, and two non-pedigree Hunter Stallions. The procedure as to location and travelling is the same as for King’s premiums.

Pony Premiums.—Premiums for riding pony stallions are awarded on the recommendation of the National Pony Society. The number of premiums was reduced from five to three for the 1927 season and the stallions were allocated to Cornwall and Devonshire only, in consequence of the meagre results obtained in certain other districts to which pony stallions had been allocated in previous seasons.

Awards for Dales and Fells pony stallions are made on the recommendation respectively of the Dales and Fells ponies Societies.

Welsh Cobs.—In the case of Welsh Cob stallions the selection is made by county agricultural committees who, from their knowledge of local requirements and conditions, are best qualified to choose suitable stallions. Every stallion recommended for a premium must fulfil the War Office conditions.

Mountain and Moorland Ponies.—Associations for which premiums are awarded, include those for the New Forest, Exmoor and Church Stretton districts, and about a dozen mountain districts in Wales. It is a condition precedent to any award that the Commons Act, 1908, shall be in force in the district. This Act empowers persons entitled to turn out animals on a common, to make regulations and conditions under which entire animals may be upon the common, and to enforce the removal of any animal found upon the common in contravention of the regulations made under the Act, which regulations are subject to the approval of the Ministry of Agriculture and Fisheries. The effect of the enforcement of these regulations is to clear a district of undesirable stallions and thus avoid reproduction of inferior stock.

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Pony stallions competing for premiums are usually brought together at local shows in the early spring and are selected by judges appointed by the War Office. A pony selected for a premium must be certified by a veterinary surgeon as sound for breeding purposes and must also be entered, or accepted for entry, in the Stud Book of his breed. These conditions are rigidly enforced in every case. The premium ponies roam at large in their districts, usually from May till August, and the premiums are paid at the end of the roaming period on a certificate from the association concerned that the ponies have duly roamed.

With a view to maintaining the old Welsh roadster type as a foundation for the light draught horse, a few Welsh roadster mares, the property of the War Office, are boarded-out with selected custodians in Pembrokeshire. The custodian pays a rent of £2 a year and is required to have the mare served annually by a premium roadster stallion, such service being free of charge. The War Office may require the return of a mare if she is barren after two seasons of service. The roadster type is further encouraged by the payment of a small annual subsidy for a few yearling roadster colts which show promise of developing into useful stallions. The owners undertake to keep the colts entire until they are three years old and then to allow them to be travelled for stud purposes if they fulfil War Office requirements. Four colts are subsidised at present, the grants being £10 for a yearling, and £15 for a two-year old.

The average results of the scheme for the foaling seasons 1923 to 1926 are given in the following table:—

<i>Class of Premium.</i>	<i>No. of Stallions.</i>	<i>Mares served.</i>	<i>Foals produced.</i>	<i>Percentage of foals to services.</i>
King's and Super	62	4,559	2,369	51.96
War Office ..	16	968	499	51.55
Riding pony ..	5	223	126	56.50
Dales pony ..	4	88	58	65.92
Fells pony ..	5	281	162	57.72
Welsh cob ..	22	594	377	63.46

Accounting.—Duties under this head are the preparation of the annual estimate of the numbers and cost of remounts to be purchased, including charges for their conveyance to remount depots; the cost of the light horse breeding scheme, and wages of civilian employees at remount depots. Purchasers render to the Director of Remounts a return, on Army Form B.88, giving a full description of each animal, its price, and the name and address of the vendor; also a certificate that the horse is sound and fit for the service, signed by the R.A.V.C. officer or civilian veterinary surgeon who examined the horse for soundness. A certificate that the horse has joined the unit to which it was consigned is also required before payment is made. Payments under the light horse breeding scheme include premiums, service fees, foal fees and miscellaneous expenses. All payments are made by cheque, issued by the Director of Remounts, who is an imprest holder and renders a monthly account to the Finance Department.

Appointment of Remount Officers.—Remount appointments in Home Commands are held by retired officers. Candidates are very numerous, but no candidate is placed on the waiting list unless he is known to have a good knowledge of horses and to possess other qualifications required for the making of a successful remount officer. Vacancies are filled as they occur by selection from the candidates' list.

General.—During the past four years there has been a notable quickening of interest in light horse breeding. Ample proof exists that the light horse breeding scheme has done much to stimulate the breeding of horses of the types from which the army draws its supplies, and that it has imparted renewed vigour to a languishing industry. The purchase of a much larger proportion of army remounts in Great Britain than was formerly the case, and purchasing, as far as possible, direct from the breeder, at a liberal price, are direct incentives to breeding, by providing a market for stock which hitherto had brought little or no profit to the breeder.

There has been a considerable decline in the number of stallions of all breeds licensed during the past few years. The

following are the numbers of light horses (including ponies) licensed for each year from 1923 to 1926 :—

1923	..	..	641	1924	..	..	591
1925	..	..	546	1926	..	..	455

The decline is no doubt partly due to the elimination of unsound stallions, but the chief cause is the diminished demand for horses owing to the adoption of motor transport in commercial and private life.

The progress of mechanization in the army will have a tendency further to restrict horse breeding in the future, but so long as horses are required in considerable numbers in peace and war, it will be necessary to encourage breeding by State assistance in some form, since it cannot be carried on profitably by private enterprise.



“ NO WARRANTY ”

(A Genuine Letter)

The Officer Commanding,
— Battalion.

I beg to report the following regarding the horse posted to the Battalion as a Charger for the Senior Yuzbashi :

- (i) The horse has a very weak heart, and thus if there would be a piece of black cloth or a piece of stone on the ground, it runs ahead taking another direction.
- (ii) If the rider wishes to stop the horse, the latter stands on its left legs for several times, and this is dangerous, even if the former is a strong man.
- (iii) The horse cannot march or pass besides the troops. It is rather impossible for the rider to make the horse go to any direction while on parade.
- (iv) The least motion, as the sound of a drum, firing, marching of a carriage or a cart, makes it quite disturbed and thus it runs very quick with much trouble and disorder.

In conclusion, I may say that it is too difficult to ride this horse, especially in an Infantry Battalion.

Your yourself have examined it and found the above points.

Will you please communicate with the proper authority.

(Sd.) MOHAMMED ———.

Khartoum.



SOME MEN AND A MOUNTAIN

By LIEUTENANT-COLONEL E. F. NORTON, D.S.O., M.C., R.A.

PART I

WHEN asked to write an article on Mt. Everest for the CAVALRY JOURNAL, I was in some doubt as to what aspect of the recent expeditions would most interest my readers; I have thought it best first to run very briefly over the story of the three expeditions, without attempting in detail a consecutive account of events which have been described elsewhere; and then to touch on some of the performances of various members of the 1924 Expedition; for the personal element is always interesting even if technicalities are not.

Previous to 1921, the highest peak that had been conquered was Trisul in Garhwal (23,360 feet), which Dr. Longstaff climbed in 1907; the Duke of the Abruzzi, in 1909, climbed to 24,583 on Bride Peak in the Karakoram without reaching the top. As the height of Mt. Everest is generally taken at 29,002, these earlier climbs left a good deal still to be achieved from the point of view of altitude alone, and there was much diversity of opinion as to whether the conquest of these last 4,500 feet would prove to be within the limits of human capacity.

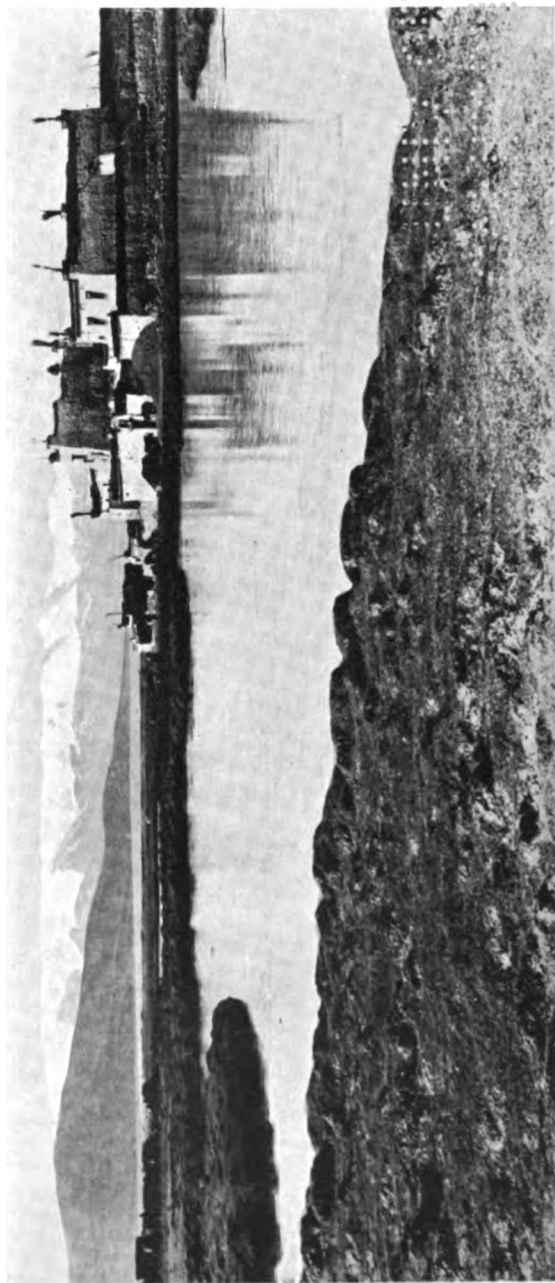
The 1921 Mt. Everest Expedition led by Colonel Howard Bury, achieved three most important results. It found a practicable route to the mountain; chiefly owing to the great energy and mountaineering skill of George Mallory it worked out what will probably always remain the best route by which to attack the mountain (the party actually reached the N. Col at 23,000 feet); and it established the fact that the only favourable season for the attempt is during the few weeks immediately preceding the break of the monsoon.

The 1922 Expedition, under General Bruce, designed an organization which remains the pattern for future expeditions ; particularly important was the establishment of a corps of Tibetan and Nepalese porters destined ultimately to carry a light camp to the astonishing height of close on 27,000 feet. It cleared up a minor but important section of the route to the foot of the North Col slopes and established the best positions for the staging camps from the Base at the snout of the main Roubuk glacier to Camp V at about 25,000 feet. It established the possibility of a party climbing without oxygen to just under 27,000 feet ; and it threw much light on the possibilities of climbing with oxygen ; Finch and Geoffrey Bruce reaching 27,250 feet with its help.

It is interesting to note that Geoffrey Bruce, who thus created, with Finch, a world's altitude record, had never been on a real mountain before ; but in case this performance should unduly discount the difficulties overcome, or inspire other novices with undue hopes, I may say that not many of us are gifted with the qualities of Geoffrey Bruce—horseman, soldier and most versatile athlete.

The 1924 party was, I believe, the strongest ever collected for a similar purpose ; I doubt if it will ever be beaten as a team ; it had only some 1,750 feet of the mountain still to climb, and, standing as it did on the shoulders of its predecessors in many matters of experience and organization, its prospects of success looked good. It was unlucky and it failed ; and in the end we are not even now quite certain how much of its failure must be ascribed to exceptional weather conditions, and how much to the very stiff proposition represented by that last 1,000 feet of the mountain.

The first blow to the 1924 Expedition was the loss of our leader, General Bruce, who had to turn back on his arrival on the main plateau of Tibet owing to a very severe attack of malaria ; the second was the weather we met with throughout the month of May—a series of snow storms and very low temperatures. At Darjeeling, the planters told us that the “oldest inhabitant” could remember no such weather in May



I.—April on the Tibetan Plateau

2000

of any previous year. As a result of this, the party was twice compelled to retreat from the foot of the mountain to the Base Camp, and the severe exertions entailed in these extra journeys and in struggling to reach the North Col under the prevailing conditions led to a very marked weakening of all the climbers on whom our hopes were centred.

At the beginning of June—at the very time when in 1922 the monsoon began and when, as a result, seven porters were killed in an avalanche—the weather cleared and, during the next fortnight, until the monsoon broke on 15th June, was perfect for our purpose. Three attempts were made to reach the summit; Mallory and Geoffrey Bruce were compelled to return from 25,000 as their porters wouldn't face the wind; Somervell and I reached 28,100; Mallory and Irvine, making a final attempt with oxygen, were last seen at about 28,200 and were never heard of again.

That, briefly, is the history of the three attempts.

Looking back on two Expeditions I find that each falls naturally into four phases—the outward march; the campaign on the mountain; a short trip to recuperate at lower altitudes towards the Nepal frontier near Mt. Everest; and the return march. In retrospect each of these phases seems pure joy with the exception of the campaign on the mountain; I must confess that the time spent above the Base Camp each year contains for me hardly more pleasant memories than do those horrid battles of the Great War. But as this phase is the one that is most likely to be of interest I shall deal with it principally, and shall barely touch on the others.

The month's outward march was a bleak affair; the Tibetan plateau in April was very cold and very desolate but the life was glorious; we covered anything between ten and twenty-four miles a day—averaging perhaps fifteen; we usually walked and rode about half and half, our mounts being the wonderful little 12-hand Tibetan ponies which, like the horses of most primitive countries, covered the ground at a comfortable tripple. We were a large party so that one varied one's companionship to any extent and, as the expeditions

comprised men of many professions—doctors, scientists, school-masters, soldiers—there was no lack of variety.

The bird and animal life was to me a perpetual source of interest. Unfortunately, in deference to the religious susceptibilities of the Tibetans, we were not allowed to shoot and it was sometimes tantalising to see, within easy reach, herds of *Ovis Ammon*, *Burhel*, and Tibetan Gazelle. One day we marched from morning till night on a vast, rolling, gravelly plain apparently devoid of one blade of green vegetation with herds of gazelle and Kiang (the Tibetan wild horse) all round us. To those who maintain that horses are like men—some by nature fat, some thin—it would have been instructive to see the absolute uniformity of sleek condition these animals carried in their wild state in such very unpromising circumstances.

The return march over the same country was even more delightful. In place of high hope and anticipation there was, it is true, disappointment; but disappointment was tempered by the sense of having done our best; and the relaxation of the easy marching routine was pure joy after the strenuous life behind us. And now the air was comparative balmy, the barren plains showed a sprinkling of unfamiliar and fascinating flowers, and the gorgeous scenery of the plateau was much enhanced by the softer monsoon atmosphere which penetrates to Tibet to the extent of providing blue distance, if but infrequent rain.

Best of all each year, just before the return march, was our fortnight's rest cure down one of the great river gorges which cut through the Himalayan range on either side of the Mt. Everest system. Here we ran into rain—and too much of it—but the resultant vegetation was more than compensation after six weeks of the world of rock, snow, and ice. Camped amongst pine forest or in a bower of roses, with ample fire wood, after twelve weeks of nothing but *goba* (dried Yak dung fuel) we pottered and collected and sketched to our heart's content.

“For there's never any hurry or the slightest cause for worry,

Where the telegraph don't reach you nor the railways
run to town.”

I have mentioned the Nepalese and Tibetan porters on whom we depended to carry our camps on the glaciers and up the mountain. These porters were such an important factor in our organization that they merit some description. Those from Nepal were what are known as Sherpas ; of true Tibetan stock but hailing from the higher valleys of Nepal, they were mountaineers born and bred, and acclimatised to altitudes up to 18,000 or 19,000 feet. The Bhotias or Tibetans were indistinguishable from the Sherpas in appearance : equally accustomed to altitude, they were perhaps on the whole not such good mountaineers as their home was the Tibetan Plateau ; both types were trained to carry loads from their infancy. Our porter corps numbered some seventy in all, about half Sherpas and half Bhotias, and there was considerable competition between the two classes for the honour of which should go highest.

These men were all enlisted in Darjeeling where they form the staple labouring class, pulling rickshaws and working on the tea gardens ; some talked Tibetan, some had a smattering of Hindustani, but their *lingua franca* was Nepalese and this was the language we mostly used in dealing with them.

It is a curious fact that the Englishman finds himself more in sympathy with Mongolian people than with the "Aryan brother" of Hindustan : our porters were all of pure Mongolian stock and we found them delightful to handle : in character they were much like a childish edition of the British soldier and could be treated on exactly the same lines. They responded readily to quip and jest and they were more tempted by honour and glory than by money ; they actually drew less pay on the Expedition than if they had remained at Darjeeling as rickshaw coolies, and I believe they came with us partly for the adventure and partly for the cheerful comradeship of the big party. It speaks well for their spirit that after seven of them had been killed in an avalanche in 1922 we had over 200 volunteers from whom to pick our recruits in 1924, including more than one of the actual survivors of the avalanche.

They were wild young devils ; drink was their worst trouble and they were always fighting amongst themselves or with

the men of the villages through which we passed. I remember a baby-faced youth called Mingma of whom I had some doubts when he was enlisted—he looked so “childlike and bland”; but he early distinguished himself by biting a comrade’s finger off; after this he was dubbed Mingma Kukar (the dog) and we used to growl and bark at him when we passed him on the road—to his disgust but to the joy of his friends. Just as with the British soldier, some of the “hardest cases” came up trumps when the trouble began—such were Narboo Yishay the “old soldier” and Semchumbi, loafer and cadger round the officers’ cook house—but both heroes of 27,000 feet.

I could write pages about these men for whom I have a very soft place in my heart, but I must get on to the mountain.

If Mt. Everest stood in the Chamonix instead of the Rougbuk Valley it would be no more serious a proposition than Mt. Blanc. The trouble is that the base camp is itself 1,000 feet higher than the summit of Mt. Blanc. It is not easy for anyone who has not experienced the rarefied atmosphere of these altitudes to appreciate what this means. All across the plateau of Tibet we marched at an average height of some 14,000 feet. At this height we were very short of breath; it was impossible to walk very fast or to run more than a few steps without distress; at first some suffered from headaches and sleeplessness; but after three weeks of marching we improved. Periodically we crossed passes of 17,000 or 18,000 feet and, though at these heights the symptoms were much accentuated, we quickly recovered on descending. At the Base Camp we were for the first time permanently at an altitude of some 16,500 feet. Now, in my experience, a marked change takes place at about 16,000; above this height it is hard to forget the effects of altitude even for a minute: The exertion of putting on a pair of boots is a serious matter; in lighting a pipe one’s breath just lasts out the match and by the time one has recovered again—the pipe is out; getting into and out of a sleeping bag is most exhausting and to rise from one’s chair must be made a slow and dignified process. Above this height every 1,000 feet takes an increased toll. I remember

that in 1924, the first time I walked from the Base Camp to No. 1 Camp at 18,000 feet, my ice axe seemed so heavy that my right arm became too tired to carry it with comfort and I thought I should have to find a lighter one.

At Camp III at 21,000 feet I always got up in the morning feeling as if it were my first day out of bed after a fortnight of severe influenza and this lassitude scarcely diminished for some hours. Between 27,000 and 28,000 my great ambition was to achieve twenty consecutive steps uphill without a rest to pant and blow—I don't think I ever did it, I generally managed thirteen or fourteen ; and Somervell has stated that he took from seven to ten respirations to every step.

At Camps V and VI (roughly 25,000 and 27,000 feet respectively) I think the worst trial was the process of cooking meals—except perhaps the eating of them ! The victim for the morning would drag himself out of his “flea bag” and struggle on hands and knees through the tent doorway, while his stable companion dug out the food and got the spirit stove going. A long rest to pant and blow at the door of the tent : a few paces to a snow bed—more panting and blowing ; fill two aluminium pots with snow—my thumbs from two minutes contact with the snow in these pots were both frost bitten on one occasion—and so back to the tent to fall so exhausted on to one's bag that it needed several minutes deep breathing before one could get into it. Meanwhile one's companion had had no sinecure—for he had had to sit up—open a rucksack and some tins, start the stove and shield the miserable flame from the draught. It sounds absurd but it is a fact that the effort required for such trivial movements called for all the energy of a determined man.

Then there was the cold. Our temperatures do not sound severe : 24° below zero was the lowest we ever actually recorded and by arctic standards this is nothing, but the trouble was that one lacked resistance owing to the rarefied air and even zero temperatures seemed severe particularly when accentuated by a wind. So much has been written about the wind of Tibet that I will do no more than mention that it is the one

thing which spoils a grand country : from nine in the morning till seven at night it is like a toothache—one never forgets it. I remember sitting in my tent at the base camp at 4 p.m. with a rapidly falling temperature. Someone passed my tent with the thermometer : I asked what it read and was told 33° Fahrenheit. I remonstrated and pointed to my canvas basin which, standing in the doorway of my tent in the wind, was filled with a solid block of ice. We checked the temperature again and confirmed the previous reading : the evaporation caused by the dry cold wind blowing on the wet canvas had done the rest !

One acclimatises markedly to altitude, and if one could live for weeks on end at say 23,000 there is small doubt that one could climb to 29,000 without undue strain : but the trouble is that above perhaps 20,000 one is deteriorating steadily in other ways all the time, and the measure of this deterioration is a pronounced loss of weight. The difficulty is to strike the balance between this loss of condition and the much-needed acclimatisation.

By Geological standards the Himalayan range is a young one. Many proofs of this exist, but the most striking is the fact that all the great rivers that water Northern India cut clean through the Himalayas from their sources in the older, and often lower, ranges to the north ; the rivers are in fact older than the mountains. As a result the summits of the great Himalayan peaks are but little weathered compared to those of older ranges such as the Alps, and this means that they are generally more precipitous and a more formidable proposition from the point of view of the climber.

By a curious chance the highest of them all is probably one of the easiest as regards its outline and configuration : and another factor contributes to make the conquest of the mountain possible : the top 6,000 feet of its north face is practically bare rock : I can only suppose that this is due to some chance combination of the great north-west wind which blows down the range for nine months in the year with the angle at which the strata of the rock is tilted ; it is not so in the case of the neighbouring giants of the same range. This peculiarity of Mt. Everest is distinctly in favour of the climber



II.—Mt. Everest and the Base Camp

The second "difficult stage" described is about the top third of the black vertical shadow just to the left of the summit

A 10x10 grid of dots. The first five columns contain the letter 'P' and the last five columns contain the letter 'O', both formed by the arrangement of dots.

for the labour of step cutting in hard snow or of plodding through knee deep powdery snow at extreme altitudes is prohibitive. Even so it is probable that the route which has been worked out in the last three expeditions offers the only prospect of success: the limitations to the climber's capacity above 20,000 feet are so severe that at these heights even the milder forms of Alpine gymnastics would be impossible.

Actually there are only two stages which offer any difficulty at all to a trained mountaineer—the steep wall of ice and snow some 1,500 feet high which leads to Camp IV and the North Col and the rocky pitches and buttresses which give access to the final pyramid. Of these the former is more dangerous than difficult, for it is liable to avalanches and has already cost us seven lives and some very narrow escapes: the principal difficulty of the latter is that it occurs at about 28,000 feet and confronts the climber when he is near the limit of his powers. It is, by Alpine standards, nothing more than a steepish slippery pitch which would certainly not be considered sufficiently difficult to be amusing at moderate altitudes. At 28,000 feet it must always be a dangerous place.

Stand on the hearth rug about two feet out from the mantelpiece and place your fingers on the latter: now tilt hearth rug and mantelpiece to an angle of about 35° to the horizontal: this gives you a fair picture of the general angle of the slope and of the "holds"—but these holds are so small that it is seldom possible to get more than half the width of a boot-sole on to them: next picture this slope continued below you for 10,000 feet—easing off considerably in places yet of such a general angle that one slip will almost certainly send you the whole way to the Rougbuk glacier below: to complete the picture, powder the slippery footholds freely with loose powdery snow of the consistency of coarse salt.

Some 200 feet of this sort of going must be surmounted before the base of the final pyramid is gained and—as we hope and believe—an easier slope for the last 600 feet to the summit.

We cannot even claim that this second climbing obstacle has been overcome; one party turned back on the steepest part of it and it is very likely that Mallory and Irvine fell from it.

(To be continued.)

"THE TWO SIDES OF THE WOOD"

*The Attack by Strathcona's Dragoons on the 2nd Battalion
101st Grenadiers on the 30th March, 1918*

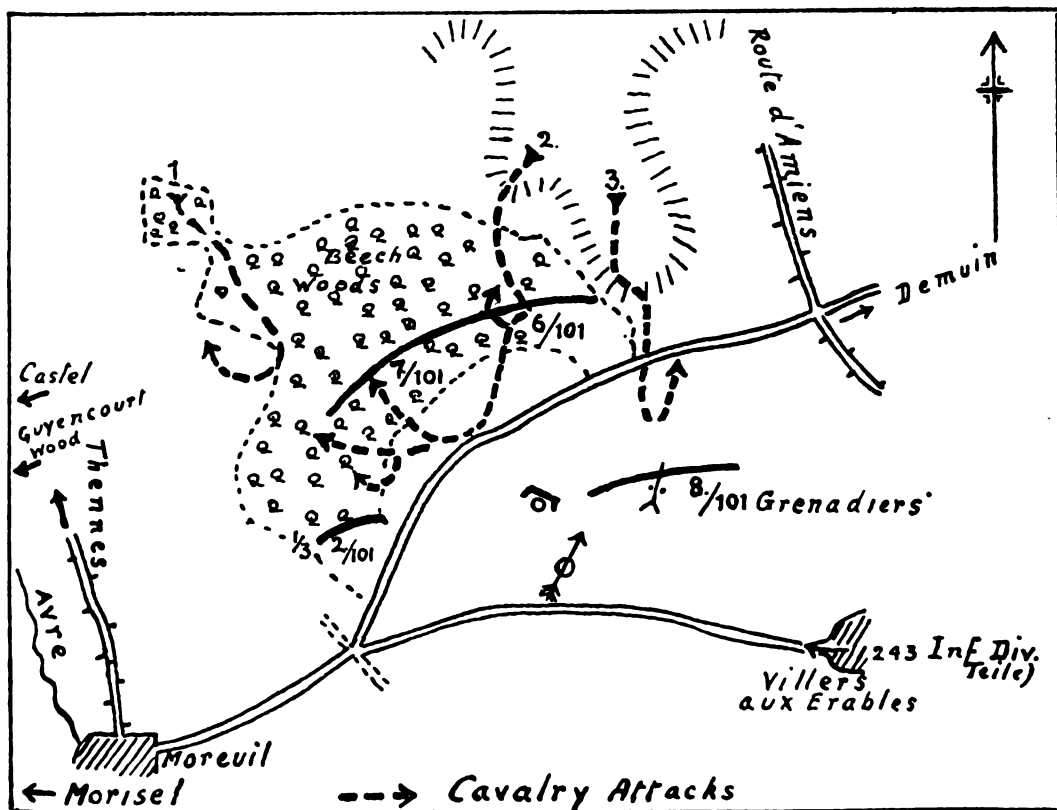
*Translation of an article by R. Freiherr von Falkenstein in the
"Militär-Wochenblatt" of 11th February, 1927. (By permission)*

IN the beech woods along the Demuin—Moreuil road the buds were bursting into spring ; a light mist overlay everything, and only with difficulty did the sun struggle through and light up Good Friday's field of battle. Ghostly figures suddenly appeared and were as quickly lost to sight again. The morning mist fought unequally with the light of day.

Already, however, the enemy aircraft were beginning their drowsy song, swooping down upon Numbers 1 and 2 Companies of the 101st Grenadiers, which were occupying the front line of the wood, but one of these great birds was brought down by the fire of a light machine gun. Rather to the right-rear, No. 8 Company formed a second line, while on the Villers-aux-Erables road there now came in sight the leading troops of the 243rd Wurtemberg Division marching to Moreuil. Then about 8 a.m. the 2nd Battalion of the 101st Grenadiers received an order from regimental headquarters directing that the 23rd Saxon Division would be relieved by the Wurtembergers on the morning of the 30th March.

Fast upon the receipt of this unaccountable order, which seemed in no way to follow on the successful attack of the preceding day, came the report : " Enemy tanks seen to be in

movement from the Thennes direction"—and in such a country and with the prevailing mist the intervention of these engines of war seemed extremely probable. While all possible measures were being taken to meet such an attack, suddenly a body of Canadian cavalry came riding down upon the left flank of the battalion, actually against No. 7 Company, riding partly through and partly past the fringe of the wood. There were some seventy horsemen, and it seems that they hardly expected to find our front line so close to the edge of the wood, and, in some measure hidden by the wisps of mist, they came on almost at a walk. The Grenadiers were thus given time to open a well-aimed fire at short range and so drove back the enemy who suffered a severe loss.



Practically coincident with the advance by this cavalry body against the left flank, came an attack by two squadrons in two lines directed against the right company of the battalion—No. 6—coming from a neighbouring valley or depression in the ground; and these well equipped and admirably mounted men charged down upon the Saxon infantry at full gallop. For a moment this wholly unexpected and unusual intervention by a cavalry body seemed as it were to stun the defence, and the attack lost nothing of its moral effect for the reason that there were many young soldiers in the ranks of the battalion, who on this day were taking part in their first action. Consequently the Canadians were able to charge right home into the front line of the infantry where a very desperate hand-to-hand fight ensued, the horsemen engaging the grenadiers at first with their pistols, and then, when these were discharged, taking to their swords and falling upon the Saxons, cutting and thrusting, the infantry offering a stubborn opposition. And so for some moments the battle raged to and fro, and in and out of the wood, among fallen men and horses.

At the very beginning of the onset, a small body of Strathcona's Dragoons, some sixty in number, succeeded in breaking right through the front line and in pushing on in the rear of the leading companies in the direction of Moreuil. Here they came upon a platoon of No. 2 Company in the act of being relieved, and by this platoon and by a machine-gun section of the 2nd Battalion the Canadians were received with a most murderous fire. Only a few of the dragoons succeeded in making their escape in a north-westerly direction, disappearing in the mist among the trees and shrubs of the wood. A small scattered party of them came suddenly upon the rear of No. 7 Company and endeavoured—taken aback and dismounted as many of them were—to cut their way through. But very few, however, succeeded in doing so; not one of them allowed himself to be taken prisoner—each man had kept the last round in his pistol for himself!

On hearing the report as to the presence of enemy tanks, Captain Yungnickel, the battalion commander, seeing a heavy

howitzer of Artillery Regiment No. 93, which then happened to be passing along the Villers-aux-Erables—Moreuil road, ordered it to unlimber on the right, while a machine-gun section of the battalion was also drawn up on the left of No. 8 Company, which here formed a second line. This was the situation when the enemy ordered his last squadron to attack. Taking advantage of the serious condition of No. 6 Company, some two hundred horsemen, ranged in three lines, came charging down in a southerly direction, slightly enveloping the right of the front line of the battalion. Received by the fire of the heavy howitzer, by that of the machine-gun section, and by a shower of bombs, the attack was bloodily repulsed, the last rider falling dead from his saddle two hundred yards from the rifle muzzles of No. 8 Company, while several wounded horses remained on the field of action.

The first line of the company was now, for tactical reasons and owing to want of ammunition, withdrawn from the wood to the Demuin—Moreuil road. Strong enemy bodies appeared moving slowly forward towards the wood from Thennes; and the sun now broke out, lighting up the whole battle-field.

It was very evident that the enemy, from whom the advance of the 243rd Division had not been concealed, had intended to move up into the unprotected, open flank. It was to him of the very first importance to protect this flank from any further attack, seeing how weakly it was guarded, and in view also of the gap between the British and French armies into which, on Good Friday, the 23rd Division had so successfully forced its way.

There can be no doubt that a successful break-through by the enemy cavalry would have caused the greatest confusion, particularly as regards the artillery positions and the arrangements for attack, since the Lütwitz Group was engaged on two fronts—one facing north-west toward Thennes, the other to the west towards Moreuil—Pierrepont; while any decisive advantage taken of such a cavalry break-through could only have been really successfully countered by the forcing back of overpoweringly strong bodies of enemy infantry.

This attack by the Canadian Dragoons has been immortalised in a painting which was shown in the exhibition of Canadian war relics in London, while a British account of the action has been given under the title of "How Lieutenant Flowerdew of Lord Strathcona's Horse won the Victoria Cross," and which runs as follows :

"The decoration of the Victoria Cross was conferred upon Lieutenant Flowerdew of Lord Strathcona's Horse for special bravery at Moreuil on the 30th March, 1918, when commander of a squadron charged with a particularly important mission. On arrival at the first objective Lieutenant Flowerdew perceived two lines of German infantry, each about sixty strong, and at an interval of 200 yards, and having machine guns posted both in the centre and on the flanks. Realising the difficulty of the situation and how much depended upon the success of the action, he ordered one troop to dismount and make a demonstration to a flank, while he attacked mounted with the remainder of his command. The squadron—less the dismounted portion—broke through both lines, sabred many of the enemy, and then, going about, rode back again through the hostile position. Although the losses of the squadron amounted to 70 per cent., occasioned by rifle and machine gun fire from front and flanks, the enemy was not only brought to a stand, but was even driven back. After a hand-to-hand fight the survivors regained their former position where they joined a troop under Lieutenant Harvey."

There are certain discrepancies between this account and that from the German side, chiefly in regard to the *strengths* given; the actual war-strength of the enemy squadron may perhaps be increased, or possibly the horsemen repulsed by No. 7 Company were again employed elsewhere.

The initial success of the cavalry attack may be taken as being due mainly to the fact that the German infantry of 1918 did not know how properly to handle their real weapon, the rifle. The bomb was the main thing at that

date in the field training of the infantryman. Owing to the short time available for training, the reservist was only partially instructed in musketry. For this reason only was it possible for the Canadians to advance so successfully, in spite of being to some extent checked by the wooded nature of the country passed over. Considering the amount of ammunition expended by the infantry, the mere fact of the successful cavalry advance was for them virtually a defeat. Secondly, the element of surprise greatly assisted the enemy attack, while thirdly, the foot-soldier was at a serious disadvantage when it came to a hand-to-hand fight, since the greater part of the infantry who had served in the war had no experience whatever of bayonet fighting. In the excitement of the action some men actually forgot to fix bayonets at all, with the result that the infantryman had only his rifle with which to defend himself, and consequently, had no other means, except fire, of engaging the mounted man. For firing, however, it was found that at so very short a range, and when men were almost *corps à corps*, the length of the modern rifle was a hindrance to its effective use, while there was also the risk of hitting one's own comrades. Those armed with pistols came off best in the fight, and these, moreover, had not the same loading difficulties as the riflemen.*

Apart from the great moral importance of rifle-fighting as an aid to military training, possibly even in the War of Material of the Future occasion may arise when, in the fight of man against man, this particular form of training may not be without its effect on the final issue. May the once-dreaded German bayonet-fight not be wholly overlooked in the frenzy of the *Material-schlacht* !

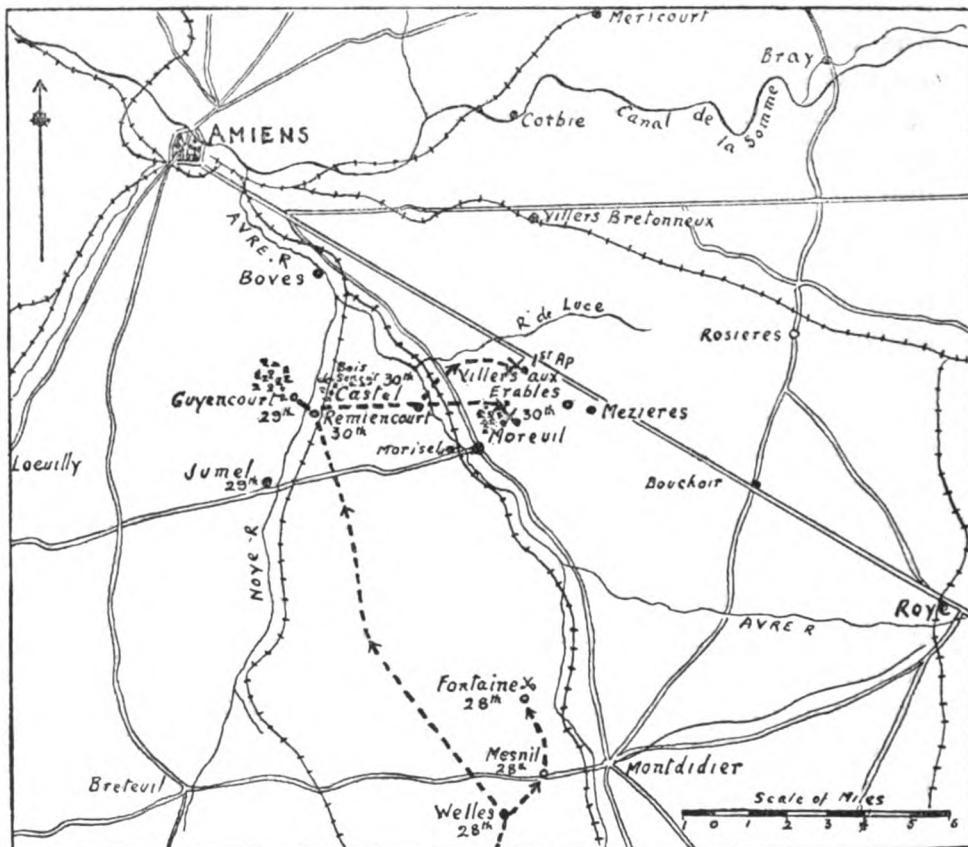
* * * * *

Thus the German account of the events of this day ; the British view of all that then happened has been already set forth in the pages of the “ Canadian Defence Quarterly ” of 1925, and is here summarized in order that our readers may, by reading the two stories, form their own conclusions as to what

* This statement seems to need some explanation.—Translator.

actually occurred and the general result on the operations of which these events formed part.

On the night of the 29th-30th March, 1918, the Canadian Cavalry Brigade under Brigadier-General Seely, and containing the Royal Canadian Horse Artillery, the Royal Canadian Dragoons, Strathcona's Horse and the Fort Garry Horse,



bivouacked in Guyencourt Wood with orders to be ready to move at 6.30 in the morning. The move was however postponed, and at 8.30 on the 30th it was announced that the enemy had captured Mezières and was moving rapidly on Amiens; the Canadian Cavalry Brigade was to cross the Noye and Avre rivers as quickly as possible, engaging and delaying the German advance.

Moving off at once, the Brigade effected an unopposed crossing at Castel and then marched due east to the northern extremity of the Bois de Moreuil, on approaching which it was met by tolerably heavy machine-gun and rifle fire. It appeared of the very first importance that the Germans should be dispossessed of this wood, which in enemy hands was a menace to Amiens itself and to the railways converging on Paris, and General Seely, therefore, determined to drive the enemy out. Accordingly, the Royal Canadian Dragoons at the head of the Brigade were ordered to dispose their squadrons as follows: the leading squadron, advancing at a gallop, was to clear the north-east corner of Moreuil Wood, covered by machine-gun fire; the second squadron was directed on the south-west face of the wood, and was then to gain touch with the third squadron, which was ordered to gallop round the north-east corner of the wood down to the southern corner. The leading squadron, advancing under heavy fire, succeeded in getting into the wood, engaged the enemy, killing and wounding many and forcing the remainder—some 300 in number—to vacate the shelter of the wood. The second squadron penetrated some half-way up the south-west face of the wood, where, heavy machine-gun fire directed on them from the ground between Morisel and Moreuil, obliged the dragoons to turn into the wood and there establish themselves. The third squadron met with considerably more opposition than had the others, suffered very heavy casualties, and fell back—what remained of it—on a position near Brigade headquarters.

Strathcona's Horse were now ordered to send one squadron at speed round the north-east corner of the wood in support of the first squadron of the Royal Canadian Dragoons, while the remaining two squadrons of Strathcona's Horse were to follow up the main attack south-eastwards through the wood. The first of the three squadrons on reaching the top of a very steep bank found itself confronted by two lines of machine-guns and by the body of the enemy which had fallen back before the leading squadron of the Dragoons. The enemy at once

opened fire and Lieutenant Flowerdew, commanding the first squadron of Strathcona's, unhesitatingly gave the order to charge. The Germans not only stood their ground well but even advanced to meet the horsemen, but many were killed both in the initial charge, and also when Flowerdew's men, having passed through them, wheeled about and charged through the infantry and guns a second time. This squadron then established itself at the centre of the eastern face of the wood and was there joined by the dismounted men of the Regiment.

There was heavy hand-to-hand fighting in the north-eastern section of the wood, which was captured in its entirety, the Germans resisting stubbornly and many being killed. There were numerous casualties also among Strathcona's Horse, especially during the dismounted advance, and these latter squadrons must have been destroyed but for the simultaneous attacks on the enemy's rear; as it was, these two squadrons overcame all the enemy resistance, and after two and a half hours' fighting all but the extreme southern portion of Moreuil Wood was in the possession of the Canadian Cavalry Brigade. This southern point of the wood was never actually in our possession, but the remaining portion, despite repeated enemy attacks, was held on to by the Canadian Cavalry until 2 a.m. on the 31st March, when the position was finally handed over to the 8th Infantry Division, and the Canadian Cavalry went back into bivouac in the Bois de Sencat.

H. C. W.



PRECEPT AND PRECEDENT

III

CAVALRY IN THE PURSUIT

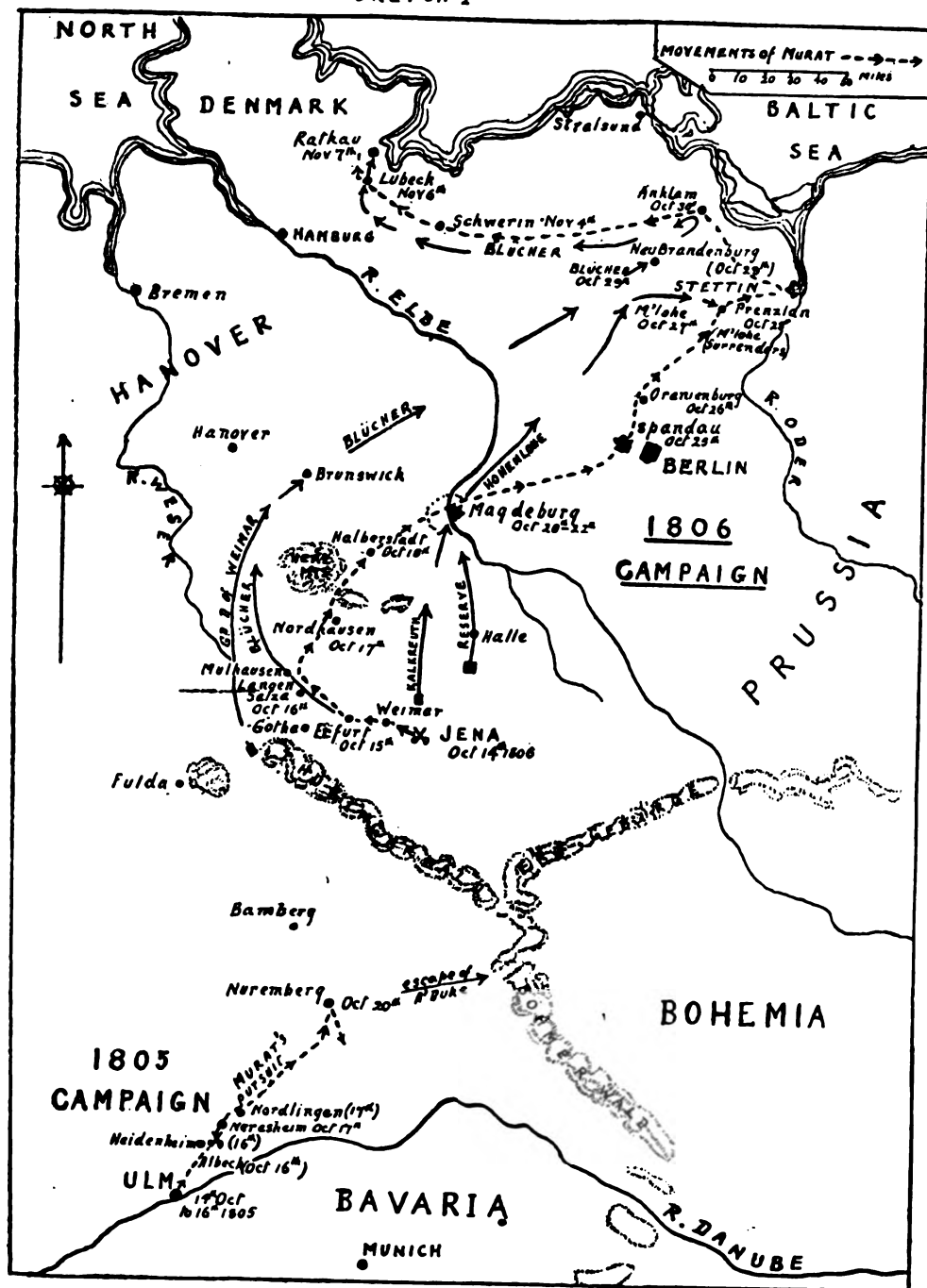
By MAJOR J. GODDARD

PARTLY by virtue of its mobility, partly because of its psychological effect, it is the cavalry which is the special weapon of pursuit; and when so used, it must be used to the last ounce of strength of man and beast. Fatigue and horsewastage are minor considerations when the fruits of victory are to be garnered, or when a vital avenue of escape is to be closed to a flying foe. Generals who stand out as exponents of the use of cavalry have always been particularly insistent on the absolute necessity of unrelenting pursuit. Cromwell wrote that "A victory without an effective pursuit is a victory wasted"; while Napoleon stated after the indecisive battles of Lutzen and Bautzen (1813) that "For want of cavalry, the battles are without any result"; Allenby exemplified the principle on a grand scale when, pressing his foes into the hills of Samaria, he sent his cavalry divisions by that great sweep over the Plains of Sharon and Esdraelon to converge on the Turkish rear and stop every bolt-hole of their doomed army. The truth which was self-apparent to Cromwell has been emphasised, epitomised, quoted and re-stated in many different forms, but the essence of it remains unchanged. Granted that pursuit is the special duty of cavalry—and used in conjunction with aircraft and armoured cars there is no reason why this postulate should be disallowed—the principles governing pursuit, which need to be appreciated equally by the Staffs which organize it and by the units which carry it out, are but little altered.

Firstly, time is of vital importance. The enemy, being "on the run" must be kept so; wherefore the pressure on him must be vigorous, constant and relentless, while the impetus of the pursuit must be maintained. To this end the leading troops, necessarily scattered after groups of fugitives, must be supported by others well in hand. Secondly, fatigue and deterioration of horseflesh must be disregarded as of lesser importance than the ends in view. Thirdly, risks which at other times would not be justifiable must be freely accepted, provided that such acceptance promises to have a direct influence on the decision of the operations. Furthermore, there are certain considerations of expedience which may assist in the application of the fundamental principles stated above. For instance, the pursuit should be conducted by several parallel or converging routes, so that columns can give each other mutual support in case of a check. While, again, the most effective way in which cavalry can attain their object is by establishing themselves on the lines of communication of the enemy's force; failing this, they should be directed against his flanks. (F.S.R. II. 74.) Then aircraft co-operation is essential, both to keep touch with the foe, so saving waste of horseflesh, and to delay his march by direct action against the heads of columns at bridges, defiles and so on. Last, but not least, the psychology and morale of the troops under pursuit must be kept in mind, though this consideration weighs more in strategical pursuits than in direct tactical pursuits on and from the field of battle.

It is interesting to compare Napoleon's methods of pursuit in two of his greatest campaigns—those of 1805 and 1806—with his failure to follow up the Prussians after Ligny in 1815. Perhaps it is that in the latter case he lacked that dashing restless, forceful leader of cavalry, Joachim Murat, who completed the catastrophe of Ulm and hunted an army out of existence after Jena; perhaps it is that Napoleon's directions as to pursuit were less swift and accurate than in earlier days; certain it is that the fulfilment of the Emperor's orders after Ligny did not savour of the dash and speed of Murat. But

SKETCH 1



THE PURSUITS after ULM [1805] and JENA (1806)

Napoleon had only himself to thank when the weapons broke in his hand ; he had never encouraged initiative and resource among his Divisional Commanders, even of the Cavalry.

Three days before Mack laid down his arms in front of Ulm (17th October, 1805), the Archduke Ferdinand of Austria, with eight thousand cavalry, Werneck's Division of Infantry, 128 guns and a long train of wagons, had broken through the French cordon north-eastward, in a frantic endeavour to gain the Bohemian Frontier. (*See Sketch 1.*) This force had gained a day's start when Murat was launched in pursuit with two divisions of cavalry, followed by a division of infantry to gather up the spoils or to support him if need be. In spite of their start, the French cavalry caught up the Austrian rearguards on 16th October, brought them to action and took upwards of 5,000 prisoners, with a number of guns. This initial success was reported to the Emperor, who wrote to Murat :— " I congratulate you on the success you have obtained. But do not rest ; pursue the enemy at the point of the sword and cut all his communications. . . . I am greatly impatient to get news of you." Surely, the spirit of a successful cavalry pursuit was never better, nor more succinctly, expressed ! Considerations of space make it impossible to describe the pursuit in detail, but splendidly did Murat carry out his orders. For five days the Austrians were hunted relentlessly. On the 18th, Werneck and the remaining Austrian infantry, starved and dead-beat, surrendered near Nordlingen ; after that the French cavalry went off after the cavalry and convoys, which had scattered to the eastward, collecting prisoners, booty and guns with every mile. On the 20th Murat reached Nuremberg ; his horses were done up, the roads before him were difficult and in dreadful condition, there was hardly any enemy left to pursue ; so he stopped the pursuit, leaving the Archduke to escape across the Bohemian frontier with a bare 3,000 horsemen—all that was left of the 60,000 men with whom Mack had begun the campaign. In five days Murat had covered 100 miles with his cavalry, had been eight times in action, had taken 15,000 prisoners, eleven standards, 128 guns and more than 1,000 wagons ;

truly an amazing achievement. In a bulletin of The Grand Army published at the end of October, 1805, Napoleon praised the Cavalry Corps for a pursuit of "prodigious activity," and well was the term deserved; but though Murat fulfilled the necessary conditions of speed and relentless pressure to the very end, it was the Emperor himself who, by his ready support with swift-marching infantry, guarded against any untoward check to the pursuit and made sure of the fruits of victory.

The next year was to see an even more striking operation of the same nature. The pursuit after Jena (*Sketch 1*) is such a classic of military history that it would be tedious to repeat the story in detail, but it is none the less profitable to examine the actions of Napoleon and his Lieutenants in the light of the principles accepted to-day. Early in the afternoon of 14th October, 1806, the Prussian infantry, nurtured on the drill and traditions of Frederick the Great, had failed either to hold back the soldiers of the Empire or to shake them by counter attack; Prince Hohenlohe's centre and left were demoralized, and upon them Napoleon loosed Murat, with a part of the cavalry reserve, to drive them off the field. In the torrent of disaster which followed, both the Prussian reinforcements and the Saxon Corps, which was just arriving on the field, were swept away, and the whole mass was hurled in confusion partly towards Weimar, partly across the River Ilm, to the north of the town. This ended the tactical pursuit of the beaten troops.

The strategical pursuit was begun at once, for while the French horsemen were still stamping out the embers of Prussian resistance on the banks of the Ilm, Murat, at the head of two fresh divisions of Cuirassiers and one of Dragoons, clattered down the road to Weimar, entered the streets on the heels of the fugitives and collected thousands of prisoners in the gathering darkness of the autumn evening. Ney's infantry, following hard, made all secure. Throughout the night Napoleon sat up dictating orders for the pursuit of the beaten foe. The Prussians had retired in three different directions; part of them westward on Weimar and Erfurt, part northward on

Magdeburg, while the reserve, which had not been engaged, was also expected to move north from Halle on Magdeburg ; moreover, there was a detachment under the Duke of Weimar, which also had not been engaged, near Gotha. This last and the reserve were the only formed bodies of troops left. Napoleon launched his forces on the pursuit in a fan-shaped formation, destined ultimately to converge on Magdeburg ; but the formation was dictated by circumstances rather than by the idea of parallel movement. Bernadotte was directed north-east, on Halle ; Soult, with half the reserve cavalry, north on Magdeburg ; Murat and Ney west, on Erfurt ; it is with the last-named force that we want to move, as after two days of pursuit Soult and Ney joined together, the whole of the Cavalry Corps came under Murat and the pressure of the pursuit was intensified.

It is difficult to say whether the speed, the endurance or the " bag " of Murat's pursuit is the most remarkable feature of it. To cover, as the Cavalry Corps did, 500 miles in twenty-four consecutive days is, in itself, a remarkable performance ; but to do it at the heels of a retreating foe while living on the country over which his army had already passed is doubly astonishing. It was only the extraordinary system of the Prussian army, which did not practice requisitioning in the ordinary course of events and which seemed mesmerised by this rule even in such an emergency, that made subsistence possible for the French ; even so, the men were more than half-starved at the end of the time and the horses of the Corps were completely used up. Not a few units accomplished considerably more than 500 miles—which is the average performance of the Corps—and on some occasions marches of forty and fifty miles at a stretch were made. Fatigue and deterioration of horse and man were disregarded entirely ; but the result attained justified the means to the last degree.

Never was a beaten army more persistently and more thoroughly hounded out of existence. On the field of battle and at Weimar, on the 14th of October, 15,000 Prussians and 200 guns were taken ; at Erfurt, the next day, 14,000 more,

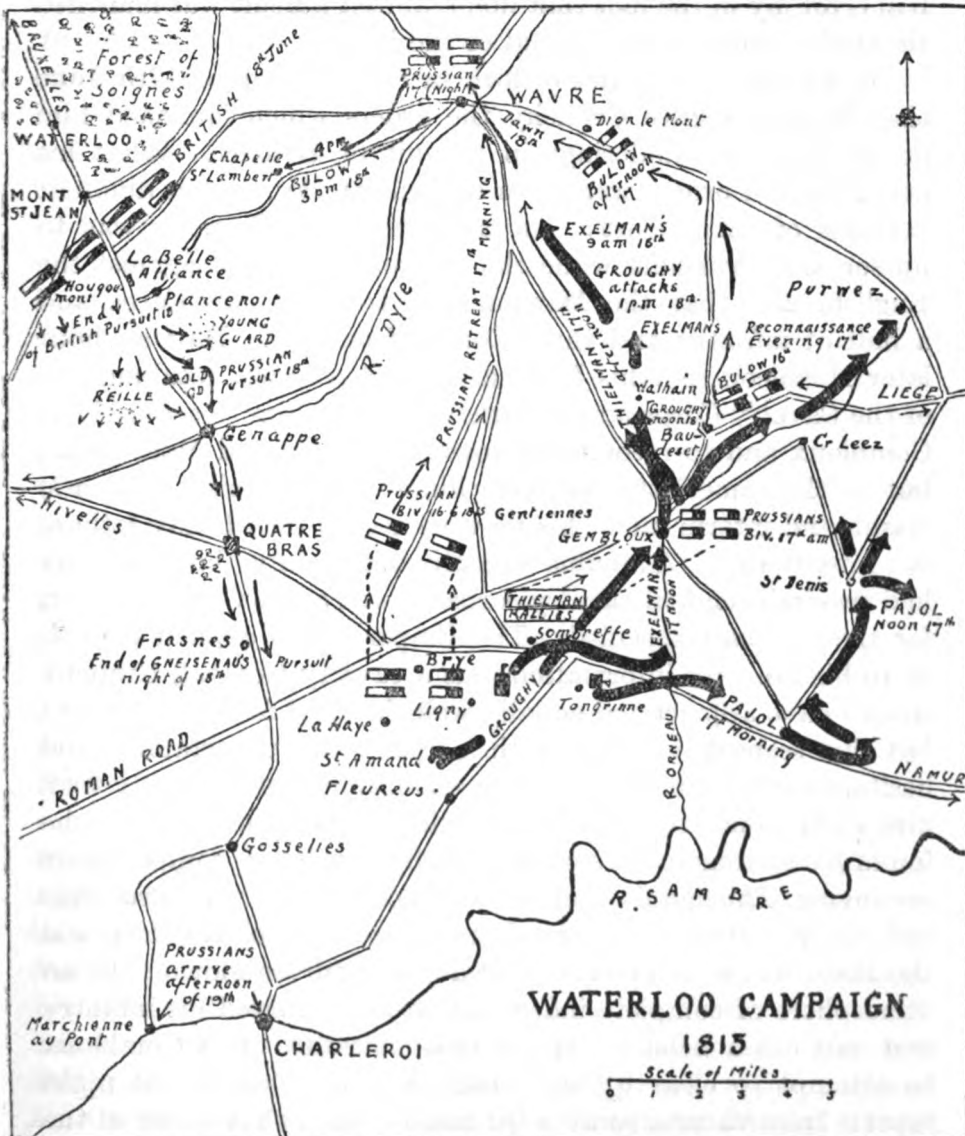
with twenty guns, were rounded up ; then, turning north, the Corps struck in between two portions of the Prussian rearguard driving one, under Blücher, away to the north-west and the other, under Kalkreuth, into the " Mouse-trap of Magdeburg." On 18th October the Corps turned east from Halberstadt, closing on Magdeburg on the 20th. The latter place now being invested, Murat went off northward again, on the 22nd, after Hohenlohe, who had escaped the jaws of the trap with 24,000 men and fled towards Stettin ; but six days later he, in turn, was brought to bay by Murat's cavalry at Prenzlau and forced to surrender within sight of the very magazines he was struggling to reach. And so another 16,000 prisoners were gathered in, together with sixty-four guns and forty-five standards. The next day (29th October) the fortress of Stettin, with a garrison of 6,000, surrendered to Lasalle's Hussars ; but even then the Emperor remained unsatisfied. On 30th October he wrote to Murat, complimenting him on the taking of Stettin, but adding—and indeed, this was the point of the letter:—" But you have still to catch General Blücher and the Grand Duke of Weimar. March down the Oder, and pursue them at the sword's point even to Stralsund. There must be no rest till these two columns have laid down their arms." Cut off from East Prussia by the hostile wedge which had been driven through Germany from Bamberg to Stettin, the two columns in question, now united under Blücher, struck out desperately for Stralsund in order to gain sea-transport to Königsberg ; but again Murat interposed and, after losing another 4,000 prisoners at Anklam on 30th October, the doomed remnant of the Prussian forces headed westward for Lübeck, closely pressed by the Cavalry Corps. From the latter city Blücher was driven—after a savage assault and equally bitter resistance—on 6th November, suffering some 8,000 casualties, largely in prisoners ; he now found himself hemmed in by the tireless Cavalry Corps in the apex of the triangle of Ratkau. On one hand was the sea ; on the other the Danish frontier, whose neutrality was about to be protected by the assembled Danish army ; in front, Murat's cavalry, with the infantry of Soult

and Bernadotte closing up with all speed; it was the end. On the afternoon of 7th November, Blücher asked for terms, and surrendered with over 7,000 men. It was then that Murat sat down and wrote to the Emperor:—"Sire, the fighting is over, because there are no more combatants left. . . ." And the statement was but very slightly exaggerated. Save for a few garrisons and a handful of troops about Königsberg, Prussia no longer had an army; the pursuit, as urged by Napoleon and carried out by Murat, had seen to that. The cost, in wear and tear, had been heavy. Horses that have done upwards of 800 miles in six weeks at such pressure as was then maintained are about at the end of their endurance; and this case offered no exception to the rule. The cavalry divisions which had gone through the pursuit to the bitter end were unfit to be taken on the ensuing campaigns of Warsaw and Eylau; but the end which Napoleon had in view was accomplished, and accomplished with a thoroughness unparalleled in military history.

By comparison with the two examples just given, Napoleon's handling of the situation after Ligny (16th June, 1815) was weak; but it must be remembered in this connection that he no longer had at his disposal the magnificent weapon which was his to wield in 1805 and 1806. (*See Sketch 2.*) Cavalry he had, and in plenty, but the organization was imperfect; moreover, it lacked the leadership and driving force of Murat. In addition, the subordinate commanders failed him in several important respects; for instance, on the night of the battle the cavalry on the left of the French army sent out no patrols and so allowed the Prussian right wing to slip away unobserved—whereby touch was lost and the unexpected direction of the Prussian retreat was not realised. Again, on the French right, where the retreat of the Prussian left was observed and reported, General Pajol started off at once with two regiments of Hussars to follow up the retirement; but unfortunately—for him—he chased some stray batteries of artillery and ammunition convoys which had become separated from the main Prussian army and were making for Namur, and so took

an entirely wrong direction. The mistake was not discovered till mid-day on the 17th. Exelmans, nearer the French centre, started off on the track of Thielmann's Corps, but his leading brigade strayed away down the Namur road instead of seeking out the true direction of the Prussian retreat; however, early

SKETCH 2



on the 17th he gained touch with the fugitive Prussian Corps at Gembloux but, with 3,000 cavalry at his disposal and a division of infantry within call, remained passively in front of it, making no attempt to harass it or to develop the situation—nor did he even send in a report to the Emperor. But these were sporadic efforts and individual mistakes; the real error lay in the fact that no organized pursuit was launched till twelve hours after the end of the battle.

It was not till eleven o'clock in the morning of 17th June that Napoleon gave Grouchy the orders which launched him on his famous wanderings in pursuit of Blücher. What his actual verbal orders were it is difficult to say, as ten different versions of them exist; but all agree that Grouchy was to pursue the Prussians while the Emperor marched against the English, and that the Marshal was to have two Corps and a half of infantry and three Corps of cavalry. Half an hour later Napoleon sent his Marshal a written order, recalling one of the Cavalry Corps and definitely ordering him to assemble at Gembloux and to reconnoitre towards Namur and Maestricht; but in the same letter he bade him "Observe his (Blücher's) march and inform me of his movements, so that I may fathom his intentions." A double objective, certainly, but Grouchy had two independent cavalry corps, as well as his Corps Cavalry, for the purposes specified. The Emperor was explicit enough as to his need for information; as a cavalry General, Grouchy should have appreciated equally well the need for rapid action; but he seemed smitten with a palsy of uncertainty and hesitation—his movements were unaccountably slow. It took him eight hours to cover seven miles to Gembloux, where he found his lieutenant Exelmans, equally paralysed, complacently occupying Thielman's empty bivouacs; again the Prussians had slipped away unobserved, touch was hopelessly lost and the main direction of their retreat was still unknown. In an atmosphere of complete indecision Grouchy halted his infantry and sent out a belated cavalry reconnaissance from Gembloux to attempt to clear up the situation; and late in the night reports from various sources led him to think that *a part* of the

Prussian army had retired on Wavre, which conclusion he ultimately passed on to Napoleon. But it was too late. The loss of time, the slackness in following up the retiring enemy, the loss of contact and, finally, the failure to exercise any sort of pressure on them in pursuit, gave the Prussians the opportunity to concentrate almost unhindered at Wavre and made the support of Blücher to Wellington's army a practical possibility. Had that concentration been upset, or even retarded, by a vigorous pursuit, it is more than possible that the drama staged on Mont St. Jean the following day would never have been played.

As Fate willed, the setting of the next sun was to witness a complete reversal of the rôles; for the night of 18th June saw Napoleon's beaten army scattered to the winds by one of the most merciless and effective tactical pursuits ever carried out. As an operation of war it left much to be desired; for it was merely direct, it was poorly supported, alternative routes were neglected, nor was any attempt at encirclement made; but at the same time the psychological moment was seized and the pressure was maintained to the utmost, to the last ounce of strength of troops already worn with hard marching; and the result attained was devastating. It is the grim last act of the Napoleonic tragedy, for it shattered the Imperial Army beyond hope of redemption.

In the lengthening shadows of that summer evening the Emperor had played his last card—and lost. The Guard had failed; and as those veterans fell back sullenly before the bayonets of the British infantry, Vivian's Hussars and the remainder of Vandeleur's Light Dragoons were let loose, turning the retreat into a rout. But the English Cavalry was nigh spent with the losses and exertions of that awful day and when the Allied Commanders met at the close of the battle, Wellington was glad enough to accept Blücher's offer to charge his army with the pursuit of the beaten French. The old Prussian called together his available Corps Commanders and bade them:—"Pursue the enemy while they have a horse or a man able to stand upright." Gneisenau himself led at

the head of Röder's horsemen and the rest followed with alacrity. The exhausted English cavalry, thankful to be relieved, halted a mile beyond La Belle Alliance, cheering the Prussians as they passed to the pursuit; and their cheers carried a message of terror to the fugitives on the Genappe road. The memory of Jena, the bitterness of years spent under the heel of Napoleon, the newly-suffered defeat of Ligny, all were recalled that night; and eagerly did the Prussian horsemen press forward to drown those memories in blood.

The only French troops to retain any formation were the 1st and 2nd Battalions of the Grenadiers of the Guard who, still in squares, covered the mob of fugitives and retired slowly and majestically along the Charleroi road. On their right wing the broken troops of d'Erlon's and Lobau's Corps, together with the Young Guard from Planchenoit, were cut off from the shelter of this indomitable skeleton of a rearguard, being sabred in detail or rounded up in masses by the Prussians. On their left, a certain number of the cavalry, whose horses could still carry them, broke away well to the west of the main road, ultimately making their way across the Sambre at Marchienne without further molestation; but some 6,000 infantry of Reille's Corps, bending their steps towards Genappe across country, were overtaken by Röder's horsemen. The appearance of one or two squadrons was enough to scatter this great mass, the demoralized men flinging away their arms and equipment so that they might run the faster; only three companies of the 93me kept their formation, facing about and repulsing several charges, till the Prussians left them alone to go and seek easier game. In the centre, the fugitives who were able to pass the squares of the Old Guard were, for the moment protected; for though the Prussian horsemen snarled and snapped at their flanks, these last, unbreakable battalions of Napoleon's army kept their foes at bay—and out of musket shot—nearly as far as Genappe. There, in order to pass the Dyle, the battle order had to be broken up.

In Genappe itself there was a ghastly scene. The bridge over the Dyle was only eight feet wide, and to cross it a raving

mob of fugitives strove with each other in the twilight ; even to approach its narrow abutments they trampled one another underfoot, used their weapons indiscriminately, and fought fiercely all the way up the narrow street. In the midst of this wild turmoil a carriage—the Emperor's travelling carriage—was hopelessly jammed. Such was the panic that, though the little river was only ten feet wide and three feet deep, very few men had the sense to break off the road and ford it ! No sooner were the protecting squares of the Guard broken up than the Prussian horsemen swept down on the helpless, defenceless mob, carving bloody lanes through the solid mass and slaying at will men who could not raise their hands in self-defence for the very closeness of the press. After an orgy of butchery, Bülow's infantry arrived and the remainder of the fugitives were rounded up. Napoleon, in the centre of a small group of devoted horsemen, got away on horseback.

Beyond Genappe the pursuit quickened. There was no order, no resistance. "It was just a hunt," said Gneisenau, "A hunt in the moonlight." The high road and the whole of the countryside, as far as the eye could reach under the brilliance of the midsummer moon, was covered with forlorn and flying soldiery of all arms, among whom Prussian Dragoons slashed and Uhlans speared with impunity, until their arms would work no more and their horses stumbled from fatigue. Only around the Eagles did a few resolute and undismayed men group themselves, where, as much by the show as by the fact of their resistance, they warded off the pursuers from the sacred emblems. Not an Eagle was captured on the retreat.

This last fact just goes to prove how the utter, blind panic of the French played into the hands of the Prussians. Blücher and Gneisenau knew enough of the mentality of their foes to realise that as long as they were kept "on the run," so long would they fail to grasp the truth of the situation—which was that forty thousand Frenchmen were being driven and butchered like sheep by two regiments of Prussian cavalry, two battalions of infantry and their own fears ! Yet so it was ; for the rest of Bülow's Corps had halted about Genappe, exhausted, after

twenty-three miles of marching over terrible roads. Two battalions only followed Röder's cavalry along the Charleroi road, gathering in spoils, prisoners and guns ; but the impetus of the pursuit was kept up by the cavalry.

By this time the sound of hoof-beats alone was enough to keep the French running. To maintain the moral effect at its height Gneisenau caused his cavalry trumpeters to sound calls continually ; he also mounted some of his infantry drummers and sent them along the road just behind the cavalry, beating a march. The effect was magical. Nine bivouacs were broken up in this way, one after another. The wretched fugitives, scourged by the scorpions of fear, sprang once more upon feet that were almost incapable of further movement, staggering along the road again with hoarse cries of :—" There they are !— Save yourselves ! " An added horror lay in the fact that the road crossed the field of Quatre Bras, where several thousand bodies of those slain on the 16th lay, stripped by the plunderers, marble-white in the moonlight. Here a French division should have been in position to stem the retreat ; but it was already well on the way to the Sambre—and the flight went on, unchecked. But the moon was waning, and even the hate of Gneisenau could not keep foundered horses on their feet. At Frasnes, ten miles short of Charleroi, the halt was called and the Prussians laid down to rest, having chased their foes twelve miles from the field of battle ; but the echoes of the drums and trumpets and the lash of fear kept the French on the road all night, pressing towards the Sambre.

In Charleroi chaos reigned. What with flying troops and convoys endeavouring to get away to the south, the stage was well set for a repetition of the massacre of Genappe ; but the Prussian cavalry had stopped dead from exhaustion and did not arrive before Charleroi till noon on the 19th, while it was late in that day before the crossings of the Sambre were secured. The tactical pursuit ended at the river, for once across it the allied forces had to be reorganized for the march on Paris ; the crossing of the river did not begin till the 20th.

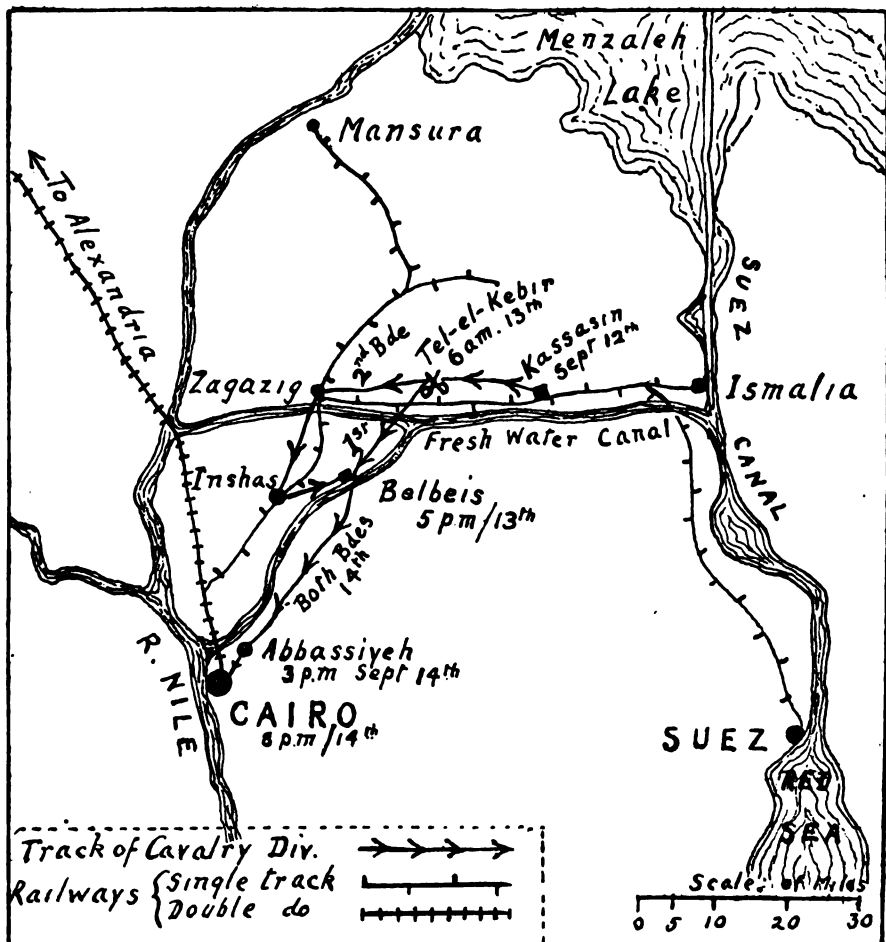
Of 74,000 French who had fought at Waterloo only 31,000 ultimately rallied to the Colours at Laon, La Fere, Soissons and Reims—and these were mostly so demoralized as to be useless for weeks to come, partially equipped and practically without artillery. As a fighting force, the splendid army with which Napoleon had crossed the Sambre on 15th June had ceased to exist ; and its ruin was consummated by the relentless eagerness of the Prussian pursuit.

Within the space of an article it is impossible to quote all the instances that one would like to give ; those cited have been selected with a view to emphasising occasions upon which pursuit, or the absence of it, has had an instant and remarkable effect on the larger issues of the campaign treated. Nearly every pitched battle of the Napoleonic wars can offer some lesson upon the subject, if it be studied from that particular angle. Vittoria, for instance, shows a case in which a close and vigorous tactical pursuit of the French by the British cavalry caused them an almost total loss of their guns, stores, baggage and equipment, while their loss in prisoners was small ; but the strategical pursuit achieved little. Again, after Maida the fruits of a brilliant little victory were entirely lost by the complete absence of any cavalry with which to follow it up. And thus, instances may be multiplied indefinitely.

The Egyptian campaign of 1882 exhibits a remarkable example of the successful termination of a war by a vigorous cavalry pursuit which was foreseen before the operations began. (*Sketch* 3). When Sir Garnet Wolseley was sent to take charge of the situation, he wrote, in his first appreciation of it—after advocating an advance from Ismailia on Zagazig and Cairo, and anticipating that the Egyptian army would make a stand at Tel-el-Kebir—“ If the action comes off there, no serious fighting may be anticipated until Cairo is reached ; indeed, although it is possible that some attempt might be made to hold that city, if the Egyptian Army is well defeated in the field and vigorously pursued, any further resistance would be insignificant.” His words were absolutely prophetic.

It is a matter of history how Arabi Pasha's army was attacked in its fortified position at Tel-el-Kebir and, in the dawn of the 13th September, 1882, hurled out of it. The cavalry with Sir Garnet Wolseley's force consisted of one English and one Indian Cavalry Brigade, of an aggregate strength of 2,800 of all ranks, with two Horse Artillery Batteries. It participated in the general action by turning the left flank of the Egyptian works and threatening the rear; under its menace Arabi's extreme left wing gave way, while his right and

SKETCH 3



THE PURSUIT after TEL-EL-KEBIR, September 13th-14th, 1882.

centre were being turned out of their trenches at the point of the bayonet. Half an hour after the first shots were fired his army was in flight, and by 6 a.m. the Indian Cavalry Brigade had taken Tel-el-Kebir Station and a deal of booty there.

Then the strategical pursuit was loosed. It was indirect, in that Cairo was the objective and not the flying remnants of Arabi's army; and parallel routes were used. The English Brigade (Household Cavalry, 4th Dragoon Guards and 7th Dragoon Guards) was directed on Cairo by Belbeis; while the Indian Brigade (2nd and 6th Bengal Cavalry and 17th Bengal Lancers) was sent by Zagazig. At Inshas the first-fruits of the pursuit were reaped, for the telegraph line was cut and the whole of Arabi's messages to his other detachments were intercepted. By 5 p.m. the English Brigade had reached Belbeis, twenty miles from the start, where it halted to allow the Indian Brigade and the guns to come up. These joined during the night, and at daybreak on the 14th, General Drury-Lowe moved out on the last thirty miles to Cairo with the 4th Dragoon Guards, the 2nd and 6th Bengal Cavalry and the Bengal Lancers; the remainder followed shortly after. Abbassiyeh, outside Cairo, was reached early in the afternoon; but before entering the place, which was a military station, and so disclosing the smallness of his force, General Lowe halted his command in the desert and sent in Colonel Herbert Stewart, with a guard of fifty men, to demand the surrender of the barracks at Abbassiyeh and of the Citadel at Cairo. The Governor of Cairo and the Commander of the Citadel came out and a parley ensued, in the course of which these officials promised to surrender the Citadel and Arabi Pasha provided that the troops did not enter before night, lest disturbances should arise. This condition was agreed; and at 8 p.m. that evening 150 men of the 4th Dragoon Guards occupied the Citadel of Cairo, the garrison marching out to Abbassiyeh and there laying down its arms. By this time the whole of the Cavalry Division had come up and also the Mounted Infantry, so General Lowe had a force sufficient to enforce the capitulation if necessary; but there was no hitch, for 10,000 men

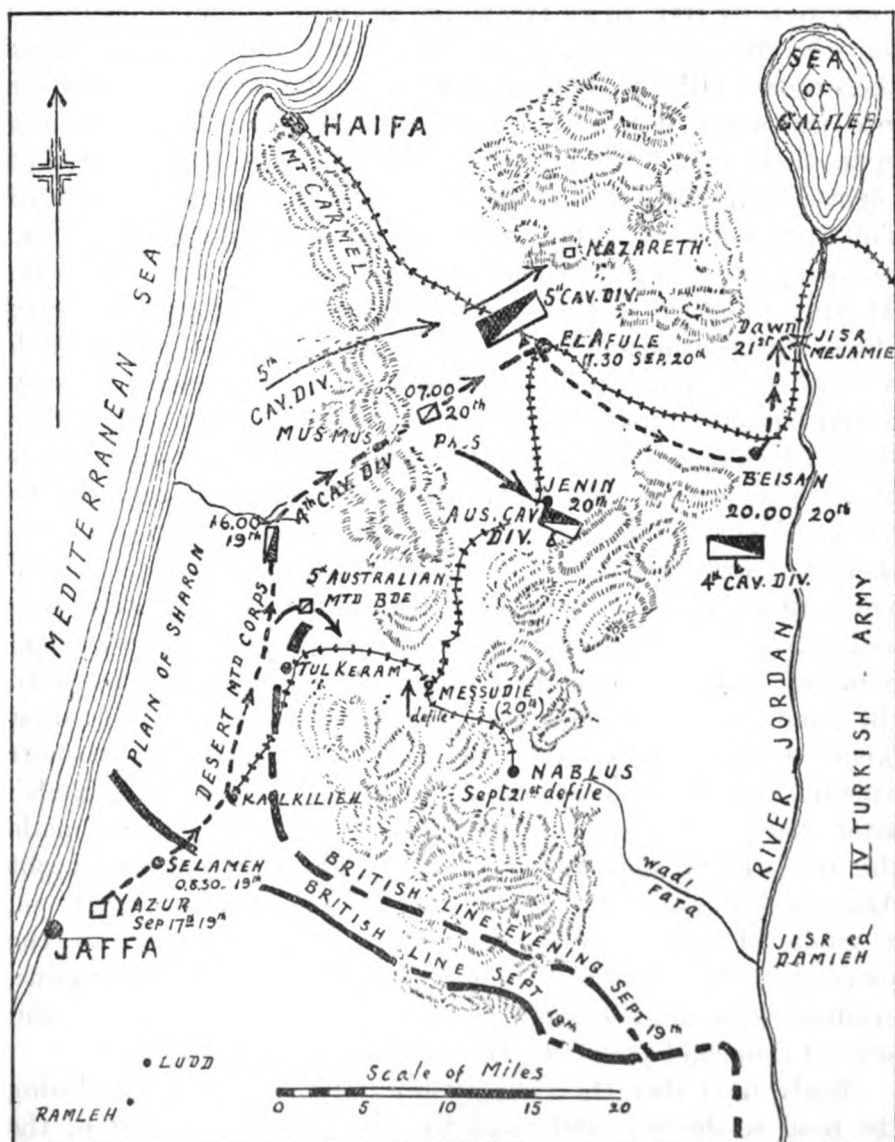
laid down their arms and dispersed quietly to their homes. Arabi and Toulba Pasha, the leaders of the rebellion, gave up their swords at half-past ten that night, when the war virtually terminated. Soundly conceived and brilliantly carried out, this exploit is an object lesson of its kind. In many respects it is singularly reminiscent of Lasalle's capture of Stettin in the course of the pursuit after Jena.

Arising out of the late war, there are many "problems of pursuit" which are still burning questions. One of them is why the Germans did not pursue the British IInd Army Corps after Le Cateau, and what would have happened if they had done so with vigour? Von Kluck ascribes the failure to the absence of Von der Marwitz's Cavalry Corps from his army. Possibly; but if it was absent, it was Von Kluck's fault. The fact remains that there was no cavalry pursuit at a very vital moment. Another is, whether the situation which ultimately arose on the Aisne might have been substantially modified if the British cavalry had pressed Von Kluck harder when he was retreating from the Marne? Again, it is possible, but the fact remains that the cavalry was most decidedly bound by "protective" orders during the period in question. Therefore effective pressure was not exercised when it might have made all the difference.

One case there was, however, which stands far removed from controversy; a combined pursuit which will be quoted as a text-book example for years to come; an operation which gives a foretaste of the cavalry pursuit of the future—the pursuit of the Turkish armies in Palestine in September, 1918. (*See Sketch 4.*) In an operation of the size of the battles of Sharon and Megiddo, it is not too easy to determine exactly when the great flanking movement of the Desert Mounted Corps melted into the strategic pursuit; but such, in fact, it did become when the Ottoman front was effectually broken. As soon as ever the enemy's right wing gave way, a direct pursuit was launched after it; but the strategic pursuit was, at the same time, well on its way to stop every "bolt-hole" to the flying Turks.

On the morning of the 19th September, 1918, the main British attack was launched against the Turkish position, which extended from the Mediterranean sea to the Jordan, and beyond. Six hours after its commencement the XXIst Corps was wheeling to the east upon Kalkilieh and

SKETCH 4



THE CAVALRY PURSUIT in PALESTINE, September, 1918.

Tulkeram, while the broken Turkish VIIIth Army was streaming across the plain towards the latter place in wild confusion ; horse, foot, guns and transport striving with each other to gain, and escape along, the narrow hill road which leads thence to Messudie and Nablus. As soon as the way was clear over the Plain of Sharon the 4th and 5th Cavalry Divisions broke away to the north, to strike against the hostile communications ; but the 5th Australian Light Horse Brigade was left under the orders of the G.O.C., 60th Division, to drive the fugitives into the arms of the Desert Mounted Corps, already closing upon their rear. Early in the afternoon the 5th Australian Light Horse Brigade swept round from the north-west of Tulkeram upon the Nablus road and the 60th Infantry Division, following close, began to collect some prisoners and much booty. At this juncture a British airman, passing over the scene, observed the situation, realising in particular that if the Turkish retreat could be impeded in any way the pursuing cavalry would be able to make a much greater " bag." He returned to R.A.F. Headquarters at once and reported ; upon which relays of aeroplanes were sent forthwith to attack the Turks in the narrow Messudie defile, and by bombs and machine-gun fire there to block the road. The pass was filled with troops of all arms, intermingled with wheeled transport in an endless stream ; and upon the mob of fugitives the airmen swept down, bombing them and scourging them with machine-gun fire until the pilots almost sickened of the slaughter. The very first bombs effectually blocked the road with wrecked transport wagons and the mangled bodies of their draught animals ; after that the ever-increasing press of terrified fugitives made the rest of the task horribly easy. The Cavalry and Light Armoured Cars, pressing the rear of the column, came on a scene of indescribable destruction and rounded up the survivors. Here and at Tulkeram a very large number of guns, machine guns and wagons were captured or destroyed and several thousand prisoners were taken.

Early next day the Cavalry occupied Messudie, so closing the road to Jenin ; and upon the latter place the rest of the

Australian Mounted Division had already been directed, there securing 8,000 prisoners. Meanwhile, the strategic pursuit of the Desert Mounted Corps had sealed the avenues of escape by Nazareth, El Afule, Beisan and Jisr Mejamie; and thus almost the whole of the Seventh and Eighth Turkish Armies were surrounded and made prisoners. A few groups made an attempt to escape towards the Fourth Turkish Army, east of Jordan. Between Nablus and Jisr ed Damie, on the Jordan, lies the defile of the Wadi Fara; and here the tragedy of Messudie was repeated. A column of flying Turkish troops and transport eight miles long was caught by the airmen, as it was being pursued, and bombed to utter destruction. It is said that, in spite of strenuous efforts to clear it, this road was impassable for a fortnight afterwards.

The march and adventures of the Desert Mounted Corps to the Plain of Esdraelon have been described before in this series, so there is no need to refer to them at length. The strategic pursuit to the enemy's lines of communication, the direct pursuit into the hills of Samaria, the terribly efficient co-operation of the Air Force, the tireless marching of the infantry, all form parts of a pursuit, wonderfully organized and harmoniously carried out, which consummated the victorious, whirlwind strokes that ended the campaign in Palestine. In the co-ordinated working of the Cavalry and the Air Force in an operation of this nature lies the line of future development; and a detailed study of this campaign—of which only the barest outline, from the cavalry point of view, has been given—will handsomely repay both the student of Tactics and the student of Military History.

[See Table overleaf for some classic Examples of Pursuit. ED.]



SOME CLASSIC PURSUITS IN MILITARY HISTORY

The subjoined table gives a brief recapitulation of a few well-known instances in which rapid pursuit, following immediately upon successful action in the field, has achieved results so far-reaching that the course of the whole campaign has been altered by them. In each case the name of the victor in the preceding battle is given *first*.

<i>Battle and Date.</i>	<i>Opposing Forces.</i>	<i>Distance of Pursuit.</i>	<i>Duration of Pursuit.</i>	<i>Captures, etc.</i>	<i>Remarks.</i>
Arbela, B.C. 331	Greeks and Persians	70 miles.	48 hours	50,000 (?)	Capture of Babylon followed at once.
Naseby, June 14th, 1645	Parliament and Royalists	12 miles	6 hours	All the King's baggage, guns, &c. Many prisoners	Royalist cause collapsed in England.
Dunbar, 3rd Sept., 1650	English Parl'm'nt'ry Army and Scottish Royalists	8 miles	Till dusk	16,000 prisoners and much booty	Fall of Edinburgh and collapse of Scots.
Ulm, Oct., 1805	French and Austrians	100 miles	5 days	15,000 prisoners, 11 standards, 128 guns, 1,000 wagons	Austrian Army annihilated 95%.
Jena, Oct., 1806	French and Prussians	500 miles	24 days	50,000 prisoners 200 guns	Prussian Armies annihilated 100%.
Waterloo, June 18th, 1815	Allies and French	12 miles	8 hours	about 10,000 prisoners, 60 guns	Fall of Napoleon.
Tel-el-Kebir Sept. 13th, 1882	British and Egyptians	50 miles	30 hours	10,000 prisoners including Arabi Pasha	Fall of Cairo and end of the war at once.
Paardeberg Feb., 1900	British and Boers	30 miles	8 hours	4,500 prisoners, 6 guns, etc.	Fall of Bloemfontein and turn of the campaign
Sharon, Sept. 19th, 1918	British and Turks	<i>Direct</i> 15 miles; <i>Indirect</i> 70 miles	6 hours 35 hours	The entire VIIth and VIIIth Turkish Armies were surrounded and made prisoners.	End of Turkish resistance in Palestine.
Khan Baghdadi, March 27th, 1917	British and Turks	100 miles	36 hours	5,000 prisoners, 12 guns, 47 m.g.	Pursuit partly conducted by armoured cars.

THE SHORNCLIFFE GARRISON DRAG HUNT

BY THE LATE MASTER

"Ran a boy," exclaimed Mr. Jorrocks, "Never heard of sich a thing! He must have had a drag."

"They bit his drag," replied Fleeceall, laughing.

—*Handley Cross.*

THE excuse for a Drag Hunt is that owing to meets being in the afternoon, soldiers can follow it, without troubling the leave book (which may then be kept for the real thing) while improving their horsemanship more quickly than is possible, owing to the necessary delays, in hunting. This it does, but it does not teach many lessons of value to the soldier that hunting can, ranging from observation of disturbance of wild life to the art of bringing a horse to the end of a fast ten mile point fit to come out again the same week.

The Shorncliffe Drag runs lines in the East Kent Hunt country. Its lines are in a semi-circle to the north of the Camp, which is on the sea, the furthest being fifteen miles away. Each line is about six miles long and has a check in the middle. The most convenient to run are those in the shape of a circle, or figure of eight. There are twenty-seven lines but some are not full lines. Some of the lines can be combined for variety or greater length. Last season we once combined parts of eight lines to make a run from Wye to Shorncliffe, a ten mile point, about fourteen miles as hounds ran. We put on two pack of hounds for this, taking precedent from Nimrod's description of an Owlsthorpe day.

Our country is the three plateaus on which Hythe, Bra-bourne and Stelling rest, with some part of the more broken country to the east. It is chiefly a sheep country, where

fences are not too big. But parts are becoming store or dairy cattle farms and there the necessary change of fencing is effected by either post and rails or wire. We find lashing hurdles or withy poles along the latter make it a fair jump and the farmers are very good in doing this for us.

The real Kent fence is a dead wattle, which looks more imposing than it is, though horses come down at it. Chestnut paling is becoming common, but it is an unpleasant jump and we shirk it if we can.

We have several quite respectable ditches, especially one known as far back as the records go as "the arm of the sea." This, though not wetter than the others, inspires such respect that many followers jump a niceish gate to avoid it.

The Drag records only go back to 1886, when Captain Butler, 60th Rifles, was Master, but one of our oldest land-owners vouches for the fact that the Drag started on his land in 1850, and was only stopped by the Crimean War up to the beginning of our records. Since then it has only been stopped by the South African, German and Irish Wars.

The Drag is managed by a committee, of which the Colonel Commandant commanding the Garrison is President, and the C.O's. of the units comprising it, the Brigade Major, the Master and the Hon. Secretary, the members.

We get hounds from various sources: dealers, drafts, Rugby hound sale or breeding. Two couple of our best are home bred. They are all shapes and sizes, as we draft for nothing but speed, and having done that to over thirty-five couple in the last two seasons, hope to have got them fairly fast. We started the 1926-27 season with thirty-one couple, but have drafted down to fourteen couple. We also had ten couple of puppies.

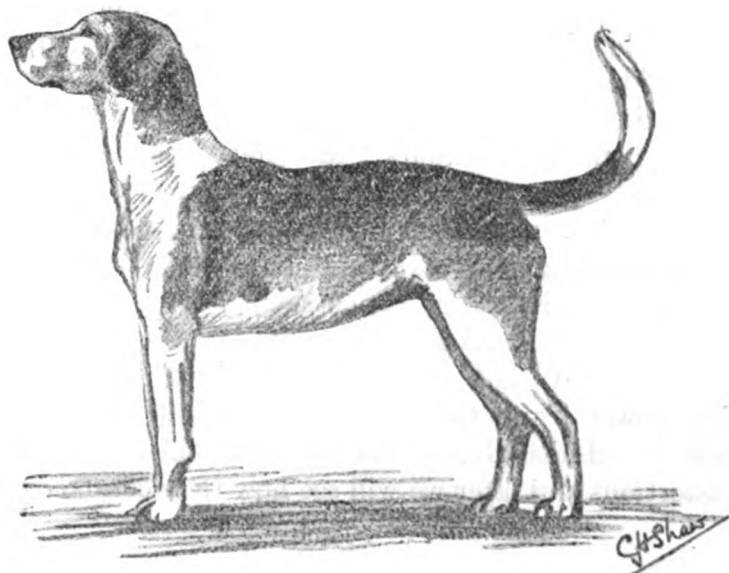
We drag Tuesdays and Fridays, these being the best days for not interfering with hunting.

Our expenses come to about £500 a year. This is got from subscriptions from units in the Garrison and at Dover and Canterbury, and caps and subscriptions from civilians. Also from dances and the point to point.

We cross about 270 farmers' land and a more sporting lot of men it would be impossible to meet. They help us in every possible way, taking down or railing wire, moving stock, etc. It is no uncommon thing to get a letter complaining of our not having crossed the writer's land lately. Our damage bill is practically nothing a year, though we tell them we will pay all claims on sight; and do the few we get, generally for the delinquencies of a lost follower.

Once a year, at the full of moon, we all dine together and by its kindly beams make our way home, over 230 of us last year, though some farmers brought their sons. Many are the adventures of this homeward journey. Perhaps the most touching last year happened to one of our stoutest supporters. Living on a Minnis (which lesser counties call a common), he was decanted on its edge by his friends and only rescued from drowning in the deep furze by his wife, who, hearing his cries for help, haled him still swimming strongly, from that green sea.

To give the staff of the Drag is not easy; for it is hard to draw the line between the official and the unofficial helper. And of the latter we have so many and their services are so valuable that while one does not wish to leave one out, the whole garrison cannot be put in.



CAVALRY STILL AN ESSENTIAL ARM

BY MAJOR A. R. MULLINER, M.C., 8th K.R.I. Hussars

Is the above title correct or has the time arrived when the horseman must disappear from the battlefield and his place be taken by some form of mechanized vehicle?

Let us review some of the reasons that lead us to the conclusion that the Cavalry Arm must, at any rate for some considerable time to come, form an essential part of the British Army.

It is by no means the intention of the writer to underestimate or undervalue the importance of the other arms to which reference is made—but merely to point out why he is *not* convinced that the time is yet ripe to cry “Eureka”—we have found the one and only thing that counts—let all the rest be instantly cast aside for ever.

When writing on the subject of the future of Cavalry, about which so much has been said and written of late, one feels somewhat like a barrister, who pleads in defence of a man charged with homicide against whom a mass of seemingly convincing circumstantial evidence has been collected and for whose conviction the populace clamours. Men have been convicted, and rightly so, on the capital charge, on purely circumstantial evidence, but it is always of vital importance that this form of evidence be methodically and carefully sifted in order to obviate the danger of a miscarriage of justice.

What are the charges levelled against the Cavalry of to-day? It is said that they lack mobility, that they lack “hitting power” and that they are too vulnerable.

There is admittedly, at the present time, some truth in these assertions and later we will see how they can be overcome.

If something more suitable for the defence of the nation, that can do the work required to be done more efficiently and more economically, is available, by all means replace the old by the new, *but* let us make *quite* sure that this is so, and that the work required *can* be better done *before* we definitely cast our well worn and well tried friend aside.

What are the new forces that claim to take the place of Cavalry ? Aircraft and mechanized vehicles — tanks and armoured cars. While not wishing in any way to minimise the value of these arms to a modern army, is it not true that both have distinct limitations, which are not held by the Cavalry Arm ?

Firstly, let us consider the question from the point of view of “reconnaissance,” one of the most important rôles of Cavalry and *no* one will deny that “information” is essential to the Commander in every phase into which battle is divided.

Aircraft can admittedly reconnoitre at a far greater distance than Cavalry and up to a point can carry out that closer tactical reconnaissance required by a commander, but in this, aircraft have distinct limitations. They cannot search localities, villages or enclosed and wooded country—if aircraft report that they have flown over a locality—village or wood and have seen *no* signs of the enemy it does *not*, in the least, follow that *no* enemy is present in these places ; nor can aircraft obtain identifications or distinguish easily friend from foe. Again, they are very susceptible to weather conditions, and at certain times, for prolonged periods, as for instance, when ground mists and fogs are present, cannot reconnoitre at all.

Moreover, we have examples that prove to us that their reports are frequently incorrect either through their inability to see or their inability to determine correctly what they have seen. During the 1926 manœuvres, a plane sent out to watch a particular main road, one of the easier tasks which they are set, reported *no* movement on that road, whereas in fact, a whole Cavalry Brigade was moving down the road, naturally taking the precaution of keeping in the shadows thrown by the hedges. Again, during the Retreat from Mons, a plane reported

a Cavalry Division moving over a certain area close in rear of our retiring columns—the general to whom this was reported was naturally somewhat perturbed at hearing of this new and unexpected menace, but loath to believe that such a force was so closely on his heels, despatched a staff officer in a motor car to verify the accuracy of the report, and was much relieved on this officer's return to hear that the advancing division was but a number of sick horses belonging to the Mobile Veterinary Sections of our own Cavalry Force, which was, at the time, protecting his withdrawal.

Aircraft would therefore at the present time, appear to have certain limitations and most of these duties could be better and more easily carried out by Cavalry.

Let us now turn to the mechanized vehicle and see if there are *not* also reconnaissance duties which they, at the present time are unable to perform, which can be done easily by the Cavalry Arm.

Like a man walking about in the dark throws his arms out before him, supple at first and stiffening when they come in contact with some obstacle, so a commander throws out before him protective detachments to make use of their suppleness and strength to manœuvre—discover and resist—thus providing himself with “security of action”; and these protective hands, feeling and discovering, are they to be composed of mounted troops as of old or mechanized vehicles? Which will the better serve his purpose in discovering the enemy? Before proceeding further let us define to what we refer when making use of the word “tank.” Reference is made to the tank as known to us to-day—the Vicker's Tank—and not to the one or two-man tankette, which has firstly hardly entered the experimental stage, and, secondly, one is led to believe, is intended primarily to assist, or replace, the infantry. In any case, if one considers this small tank one must, like a man playing a game of chess, consider *not* only one's own but the other fellow's move, which in the case of this tank will undoubtedly be the perfecting of a M.G. armour piercing bullet—thus necessitating thicker armour or a bigger and faster engine, both of which spell greater

bulk or loss of mobility, and back we come to a tank approximating in size to the one of to-day to which reference is made.

Let us now return to the question of this protective reconnaissance.

The tank can move across the countryside, with limitations, but there are still, in most countries, bridgeless rivers to cross—woods in which troops may be concealed—villages which may harbour an enemy, and narrow lanes and tracks which a tank cannot negotiate. The tank reaches a river but cannot cross—such an obstacle as the River Piave, crossed *via* the Grave di Papadopoli before the battle of Vittorio Veneto, on 27th October, 1918, to quote but one example, would prove a quite insurmountable obstacle to the tank. The tank moves up to the outskirt of a wood, but cannot enter—passes through a village, but cannot ascertain whether or *no* troops are concealed in the buildings of which that village is composed.

Cavalry are, on the other hand, capable of carrying out these “missions of discovery,” which we must term, for the want of a better word, “the more intimate reconnaissance”—they can in fact, “open the door and see what is within.”

It may be said that the crew of a tank can also do these things, by penetrating into the wood on foot or searching buildings, but the difference lies in the fact that the crew of a tank is small and highly skilled, each man being of vital necessity to the working or fighting of that highly expensive piece of machinery and if the “lid be opened” and the crew set out on these missions of discovery and don’t return, as assuredly, if the building or wood be held—they won’t; then that tank is captured and that rare thing on which so much labour and money has been expended in perfecting, is lost to us—whereas the loss of one or two cavalrymen—precious as they may *now* be, in view of their reduced numbers, are as nothing to the loss of that £6,000 tank and in the case of the cavalrymen there will still be others to carry back the report which their sacrifice has obtained. Again, if tanks be equipped to carry a reconnaissance party in addition to the working crew—they will have to be made bigger, heavier, more vulnerable and less mobile.

It would appear, therefore, that the tank also has, at present, certain limitations and that Cavalry may still be said to be more suitable for carrying out the very necessary duties of tactical reconnaissance, moving practically anywhere, as a resolute man on a good horse can, in any weather, and to carry out the duties of verifying and amplifying the reports obtained by aircraft. It is not my intention to labour this question of tactical reconnaissance, but in it lies Cavalry's chief sphere of utility in the future, and one that they can do *alone* "up to a point."

Up to a point, therefore, Cavalry can act alone, but sooner or later they will meet with resistance that unaided they are unable to overcome, and tank assistance will then be of vital importance in breaking down this resistance and restoring mobility to the Cavalry Arm, and so in every other phase of battle, into which we have neither time nor space to go into here in any detail.

Let us see how Continental opinion visualizes the future of the Cavalry Arm.

France, in the formation of Divisions Legères, and the Italians, in a lesser degree, appear, since the Great War, to have realised the importance of using mechanized vehicles in conjunction with their Cavalry formations, while Bernhardt, in his "War of the Future," also advocates something similar. The Great Powers, therefore, all visualize the introduction of mechanization as assisting the Cavalry Arm, by the formation of highly mobile—hard hitting forces, to carry out its functions more efficiently and *not*, as has been often suggested in this country, as superseding and nullifying the utility of this arm.

Now, in addition to organizing—equipping and training our army for a war of first magnitude on the Continent of Europe, which engages the whole attention of these Powers—it must not be forgotten that the British Army may be called upon to fight in almost every part of the globe, and consequently it would appear the more necessary for us to equip and organize our Cavalry to increase their sphere of utility in countries such as Egypt, Mesopotamia, Palestine and India, in all of which

the horseman has been tried, proved, and in *no* case found wanting. Is the tank alone capable of performing the functions of Cavalry in all parts of the globe, or has it, at present, limitations other than those already mentioned ?

(i) Its chief difficulties are deep water, deep cuttings, heavily shelled ground, rocky mountainous countries and thick woods.

(ii) It is very blind when closed and can easily be forced to close its vizard by small arm fire.

(iii) The wear and tear on its moving parts are great.

(iv) The strain on the crew of a tank is also one of the chief factors that governs its radius of action.

(v) The latest form of tank, it is understood, is equipped with 90-h.p. air cooled engine, 16 h.p. of which is expended in cooling the tank when functioning in England, it would appear doubtful, therefore, if it would prove successful over lengthy periods in tropical climes. In Mesopotamia, when experimented with recently, the tanks were forced to stop at frequent intervals to allow the engines to cool, nor was it possible for the crews to stand the heat and strain for prolonged periods.

(vi) Furthermore, in addition to the above quoted limitations, the authors of the new "Bible cum Prayer Book," that is shortly to be issued to the Royal Tank Corps, states that :—

- (a) Armoured fighting vehicles offer a clearly defined target to the air ;
- (b) That approximately 1,000 miles running is the complete life of a tank before necessitating a complete overhaul ;
- (c) That armoured fighting vehicles should move, whenever possible, at a reduced speed to minimise the noise of running (thus, we see, advocating a further loss of mobility).

Lastly, the latest tank can, in weather favourable to the tank, be heard at a distance of 1,000 yards, but when negotiating obstacles and increasing its engine speed can be heard at a much greater distance and surely "secrecy and silence" are still a factor in the attainment of that ever-sought-after "surprise."

It would appear, therefore, that, at the present time, tanks must be kept for breaking down resistance at decisive points and to assist the Cavalry in the exploitation of success and disorganization of the enemy.

Let us now turn back to the charges levelled at the Cavalry of to-day—firstly, *lack of mobility*—and when one considers that, taking as an average a 10 stone man, the horse is required to carry a load approximately 20 stone, we see that there is truth in this, indeed ; but the mechanization of Cavalry transport vehicles, capable of moving across country and carrying much of this load, will once more restore mobility to the horseman.

Secondly, lack of the necessary “*hitting power.*” This again is easily overcome and, in fact, is being overcome by the addition of M.G.’s, carried in cross-country mechanized vehicles, and the introduction of a one-man light automatic weapon to replace the Hotchkiss Gun.

Vulnerability.—This is greatly lessened by mobility—but all are vulnerable, even our friend the tank is not immune from this. Every new death-dealing weapon is quickly followed by an antidote and of all surety this will shortly be devised in the form of an efficient anti-tank weapon.

It is far from my intention to appear to be holding a brief for the Cavalry Arm in a Cavalry *versus* Tank debate, or to advocate a retrograde step by endeavouring to put the clock back ; it is fully realised that Cavalry must correctly appreciate the value of these new weapons and put them to their own use in order that they may increase their sphere of utility in the future, and the assistance that the tank, armoured car and swift moving mechanized cross-country transport can give in enabling us to provide a hard hitting and highly mobile force is gladly welcomed ; but whatever steps are taken the horse, for the present, *must* be retained in view of the many theatres of war in which we may be called upon to operate, in many of which the mechanized vehicle has, as yet, had no opportunity of proving its possibilities.

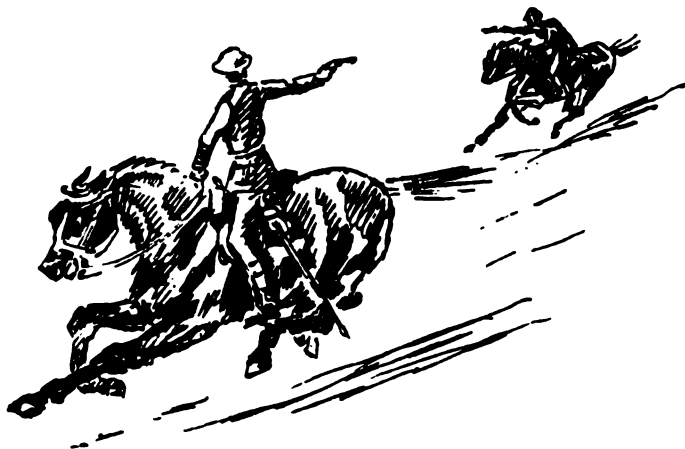
In conclusion, therefore, let us sound a note of warning.

Do *not* let us be carried away by the sweeping and destructive criticism levelled against the Cavalry Arm until we have carefully proved the worth of the new idea.

Let us *not* be like the child that, given a new toy, in its delight at obtaining something new, throws away the old before unwrapping the parcel; then, when it finds that this new thing does *not* afford it the pleasure and amusement it formerly derived from the old, cries for its return, only to find that the shops have ceased to stock it—the pattern has been lost.

A cavalryman, by which is meant a horse in the hands of a thoroughly trained man, both working as one machine, and *not* the “Oh, don’t speak to me, I’m busy riding” type of equestrian—such a combination is *not* quickly or easily re-made—the pattern will be lost and will be difficult to re-discover.

Let us, therefore, consider, test, prove and carefully unwrap this new thing and strip it of the glamour and attraction of the “something new,” which is such a dangerous fetish of the present day.

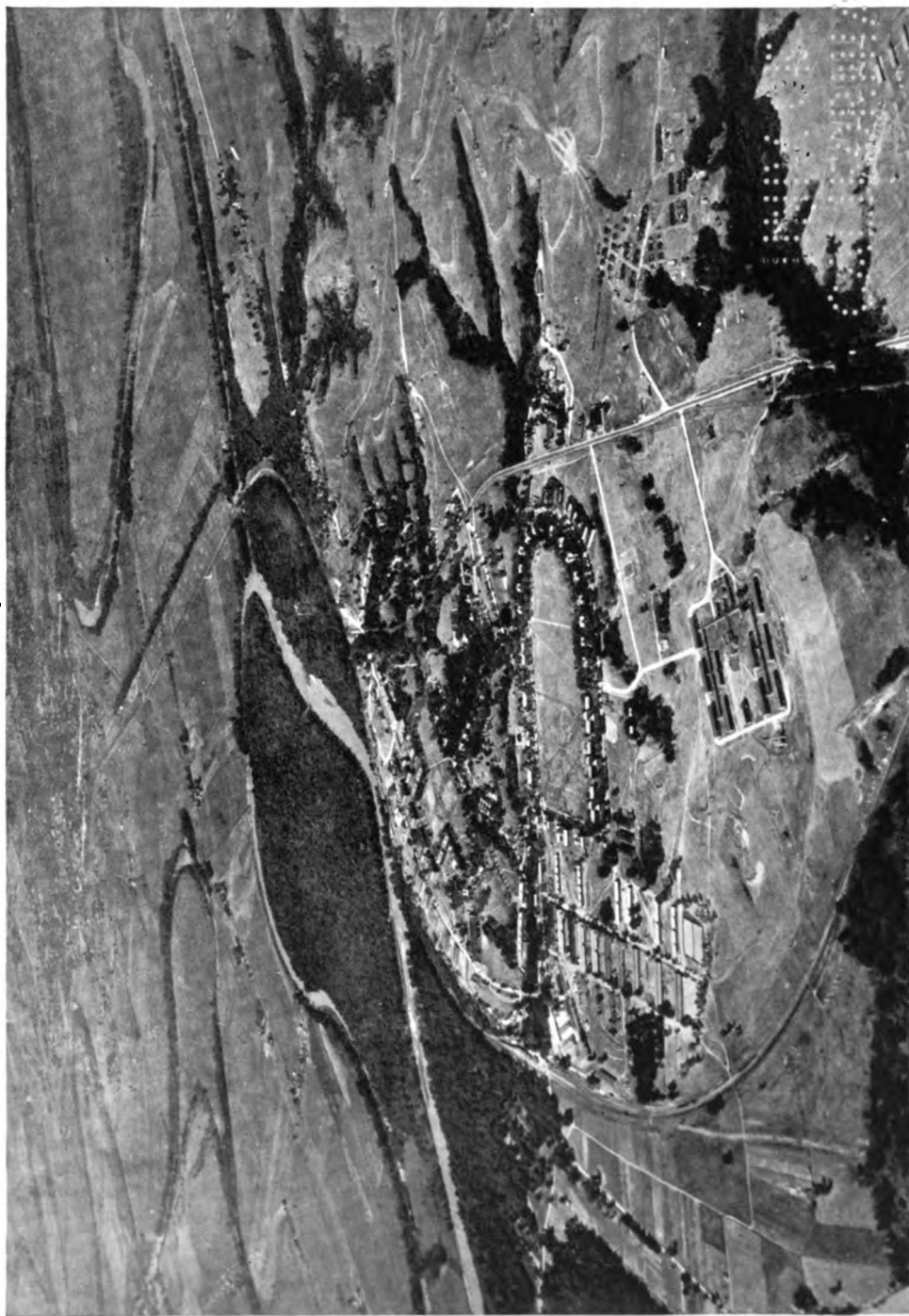


*TRAINING AT THE CAVALRY SCHOOL OF THE
UNITED STATES*

By MAJOR F. W. BOYE, United States Army

THE Cavalry School of the United States Army is at Fort Riley, Kansas, an army post, established in the year 1852 at a spot which is the geographical centre of the United States. Fort Riley was located as an advanced post to keep abreast of the westward migration and as a protection against the war parties of the Indians, who had been aroused by the coming of the railroads and the other increasing activities of the white man. In 1887, Congress provided for the establishment at this post of a "School of Cavalry and Higher Artillery." In 1908, the name of the school was changed to the "Mounted Service School." During the World War, the operation of the school was suspended and the post became a training centre for reserve officers. In the summer of 1919, the plan of having a separate service school for each of the several branches resulted in establishing "The Cavalry School" as it exists to-day.

The present mission of the Cavalry School is a comprehensive one that reaches to all phases of horsemanship as well as to the employment of cavalry in the field and in combat. In addition to instruction in the art of equitation, it seeks to combine bold and fearless riding with a thorough knowledge of the care, conservation, capabilities, and limitations of the horse. The student is trained in the tactics and technique of the cavalry branch, in troop leading, in the management of training, and in the use of cavalry weapons.



FORT RILEY, FROM THE AIR

CAVALRY SCHOOL OF THE UNITED STATES 649

The specific mission of the Cavalry School, in time of peace, is :

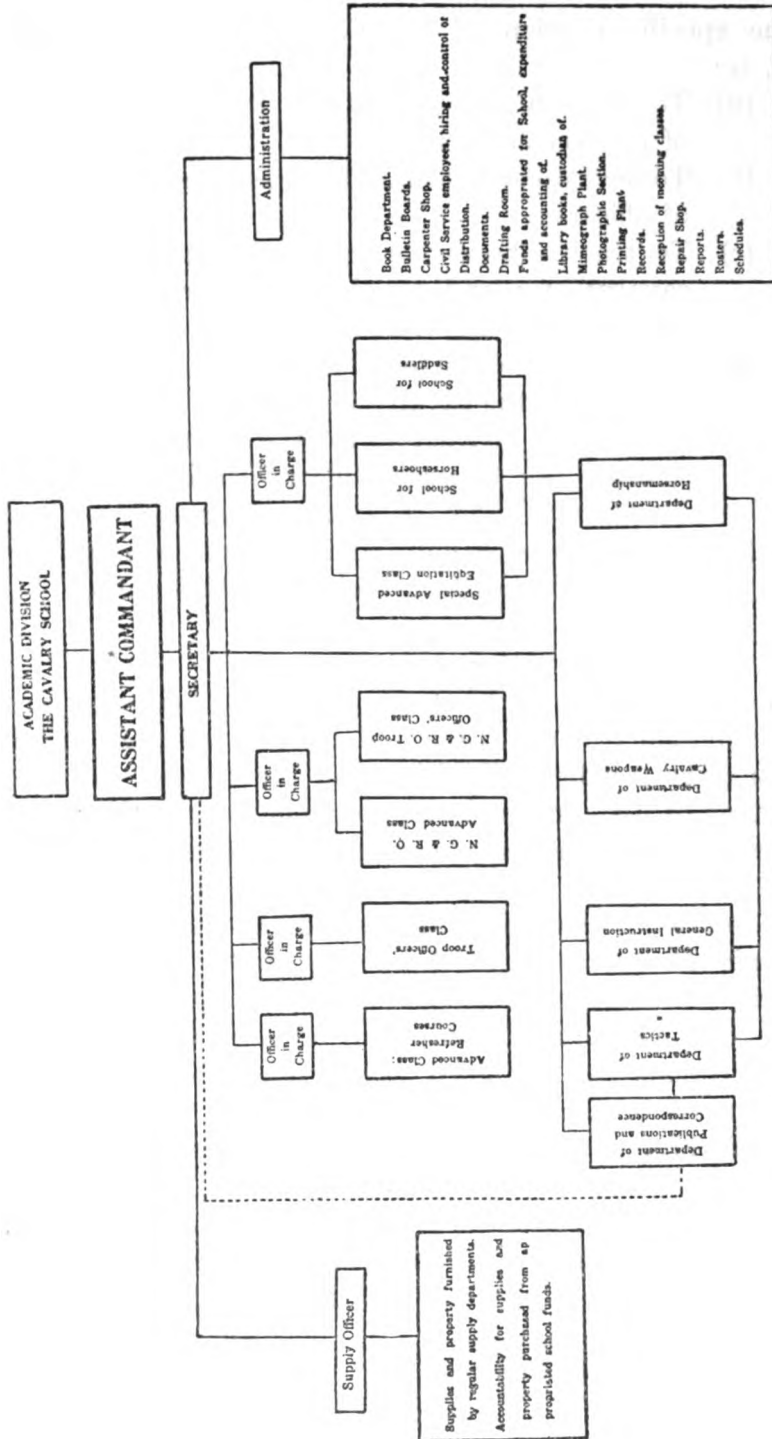
- (a) To develop and perfect the tactics and technique of the cavalry arm ;
- (b) To develop and standardize methods for the training of officers ;
- (c) To teach officers the tactics and technique of the cavalry arm and to obtain a working familiarity with those of associate arms ;
- (d) To provide competent leaders and staff officers for all units of the cavalry branch ;
- (e) To provide instructors for the Army of the United States,* the Reserve Officers' Training Corps, and the Citizens' Military Training Camps ;
- (f) To train selected enlisted men for duties as instructors in specialist work in their respective units.

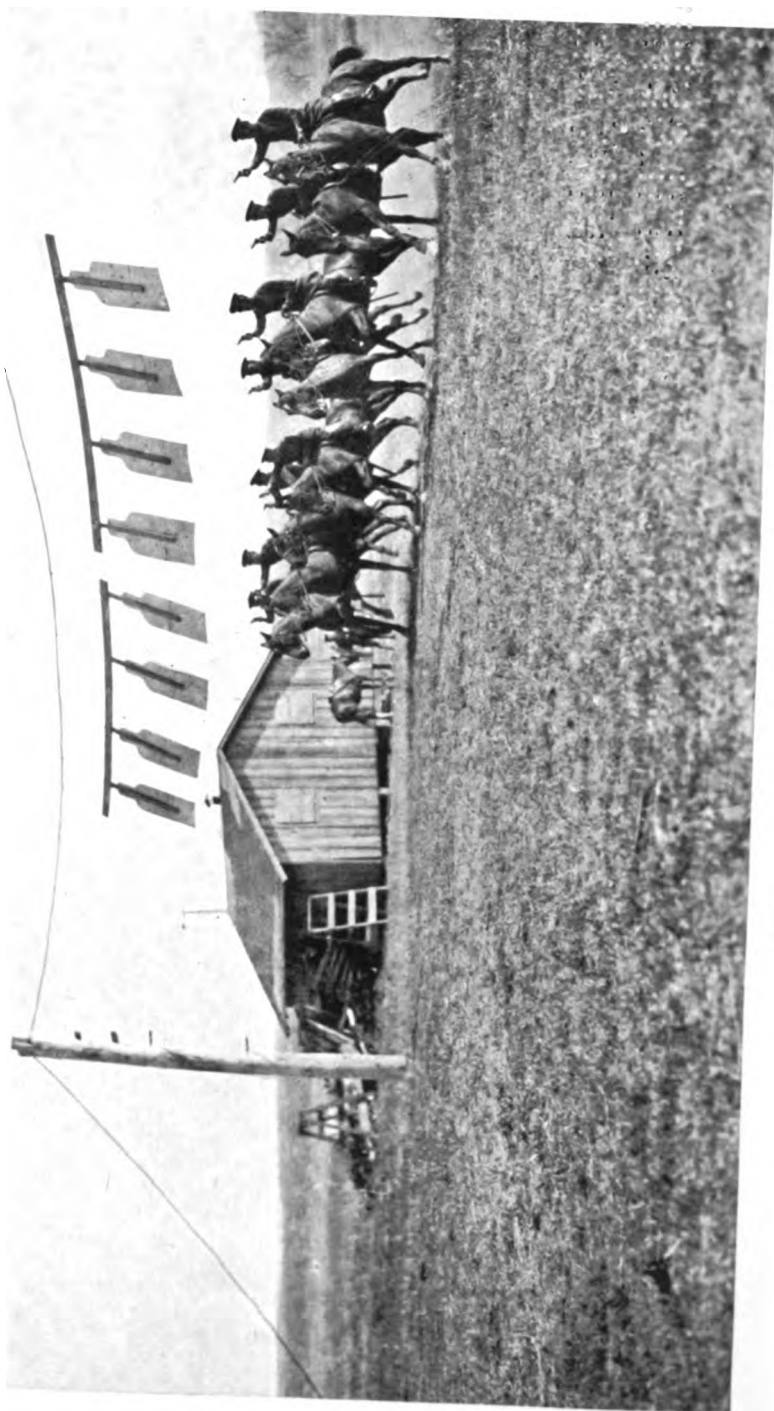
ORGANIZATION

The Commandant of the Cavalry School, a brigadier-general, is in command of Fort Riley and controls all post activities, including the Academic Division and the troops. An idea of the extent of his command may be gained from the fact that there are two regiments of cavalry, a separate machine gun troop, a battery of field artillery, a company of engineers, an air service squadron, and some forty instructors in the Academic Division stationed at this post. The troops are primarily " school " or " demonstration " troops and are present solely for instructional purposes of the Cavalry School. Demonstrations in combined action and the firing of the various arms of the service represented by these troops are greatly facilitated by the extent of the Fort Riley Military Reservation which covers thirty-five square miles of varied terrain.

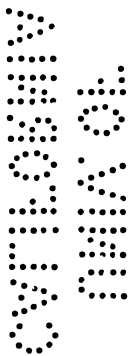
The Academic Division functions under the direct control of the Assistant Commandant and, in addition to the student

*The Army of the United States consists of the Regular Army, the National Guard, and the Organized Reserves.





SQUAD AT PISTOL PRACTICE



and administrative personnel, consists of the Departments of Horsemanship, Tactics, General Instruction, Cavalry Weapons, and the Department of Publications and Correspondence. A director at the head of each department is charged with the organization, preparation, and presentation of all instructional or other matter pertaining to his department. The organization of the Academic Division may probably be shown best graphically by the diagram.

COURSES OF INSTRUCTION

For officers of the Regular Army, the courses are of nine months' duration and include instruction and training for an Advanced Class, a Troop Officers' Class and a small Advanced Equitation Class. For the National Guard and the Reserve Corps, similar courses, although of shorter duration, are given to specially selected officers who desire to take advantage of the opportunity to attend the Cavalry School.

The Advanced Class is composed of officers of field grade and senior captains. It has for its mission the training of officers in :

- (a) The tactics and technique of the cavalry squadron, the regiment, and the brigade, when acting alone or in combination with other arms of the service. Instruction in staff duties that pertain to such operations constitutes part of the course ;
- (b) Horsemanship ;
- (c) The care and use of cavalry arms and equipment ;
- (d) The duties connected with the remaining two components of the army ; viz., the National Guard, and the Organized Reserve Corps.

The time devoted by the Advanced Class to the work of the various departments may be gathered from the following :

Tactics	558 hours.
General Instruction ..	103 ..
Cavalry Weapons ..	153 ..
Horsemanship	611 ..
Total ..	<u>1,425</u> ..

Captains and lieutenants constitute the Troop Officers' Class, the mission of which is similar to that of the Advanced Class. The tactical instruction of this course is limited largely to the troop organization, although a brief course touching on the squadron and the regiment is included. The horsemanship course for this class is much more comprehensive and strenuous than that prescribed for the senior, and generally older, officers of the Advanced Course. In hours, the course is divided as follows :

Tactics	377 hours.
General Instruction ..	127 ..
Cavalry Weapons ..	184 ..
Horsemanship	737 ..
Total ..	<u>1,425</u> ..

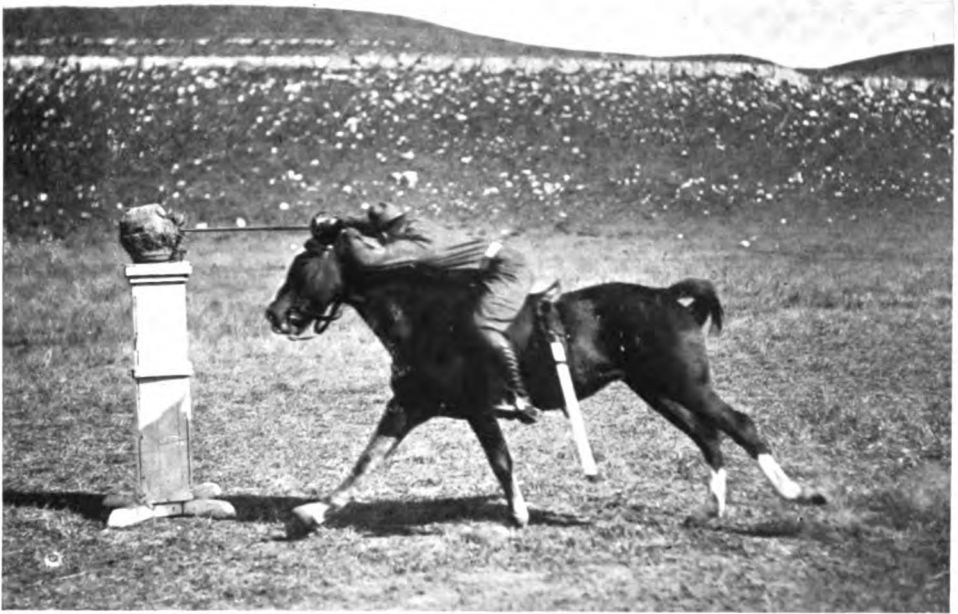
The Advanced Equitation Class pursue what is essentially a course in advanced equitation. This begins where the horsemanship instruction of the Troop Officers' Course terminates and also covers certain phases of tactics and aerial reconnaissance. It is open only to specially selected officers.

THE DEPARTMENTS

Department of Horsemanship.—This department aims at continuous work throughout the year with groups of remounts, jumpers and schooled horses.

The remounts are young untrained horses. One is assigned to each student at the beginning of the school year. The gentling, conditioning and training of this remount devolves upon the student, whose efforts throughout the course are directed toward teaching the animal to go quietly at all gaits across varied country ; to be responsive to the aids ; to become accustomed to firing ; to jump three-foot obstacles ; and, in general, to be ready to take his place in ranks.

The jumpers are used to teach the student correct methods for conditioning horses and acquiring the correct jumping seat no less than making supple the rider and instructing him how to conduct a horse quietly and in correct form to, over, and



RUNNING AT SABRE HEADS

1

TO THE
AUTHOR:

beyond obstacles. Much practice is given to jumping the indoor and outdoor four-foot courses, as well as instruction in detecting and correcting common errors in jumping.

Much of the training in the niceties of horsemanship is reserved for use with the schooled horses. In this phase of instruction, the general purpose is to teach the correct position of the rider and the proper adjustment of equipment; to instruct the student and give him practice in riding his horse properly in the hall as well as quietly and boldly across country; and to provide a detailed study of the aids including their scientific employment, use in combination, proper application, and effect on the horse.

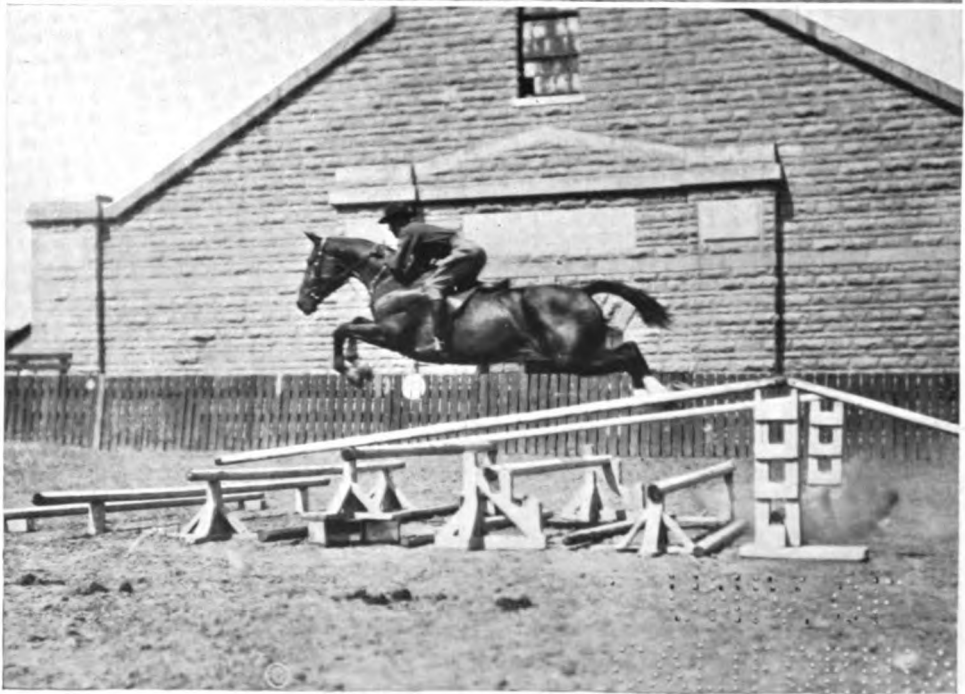
Other activities of this department extend to the use of the pistol and sabre, instruction in animal management, horse-shoeing, and cavalry drill. The scope of each is briefly outlined as follows:

- (a) *Animal Management*.—The classes acquire a practical knowledge of the bone, muscle and the various structures of the horse and are taught how to care for properly and condition horses; also, to detect unsoundness, blemishes and diseases.
- (b) *Horseshoeing*.—A practical knowledge supplemented by practice in normal and pathological shoeing, in shoeing to correct gaits, and in the inspection of shoeing is the object of the instruction in horse-shoeing.
- (c) *Pistol and Sabre*.—It is the aim of the department to teach correct methods in the use of the pistol and sabre. Students, by this instruction, are enabled to qualify with the sabre over the prescribed qualification courses. In this instruction, the remounts are also trained to become accustomed to and avoid hampering their riders in their use of both weapons.
- (d) *Cavalry Drill*.—The student's knowledge of cavalry drill is presupposed, and the curriculum, therefore, prescribes only a refresher course followed by a test.

Department of Tactics.—Instruction in the Department of Tactics is conducted by lectures, conferences, demonstrations, tactical rides, map manœuvres, map problems and terrain exercises. The applicatory method of instruction is employed, and the various subjects are presented in logical sequence. Throughout the year, there is stressed continually the importance of arriving at decisions only as a result of a logical process of reasoning. With this in view, the course opens with comprehensive instruction in the manner of estimating situations. There follows a thorough course in combat orders and a careful study that leads to an understanding of organization, training regulations, the employment of cavalry, and the service of security and information. Other features of the course include a treatment of offensive and defensive combat, problems in staff duties and logistics, and a study of the tactics and technique of other branches of the service. Map problems, held continuously throughout the year, are graded and furnish a means of measuring the success and value of the instruction.

Department of Weapons.—This department covers the subjects of musketry, machine guns, field fortifications, military bridges and pioneer duties. Its course terminates with detailed instruction and practice in rifle marksmanship over the regular qualification course.

Department of General Instruction.—All subjects not apportioned to other departments come under the direction of the Department of General Instruction. A short course in map reading and aerial photography serves as a refresher course at the beginning of the year. Military History is covered by lectures, conferences, and by the assignment of subjects for research. A course in the Army of the United States acquaints the student with the organization, mission and functions of each of the three components defined by the National Defence Act, and with the nature of the duties required of a Regular Officer on detail with the two civilian components. Courses in Riot Duty and Training Management complete the work of this department.



JUMPING

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Department of Publication and Correspondence.—This department is responsible for :

- (a) Preparation of the correspondence courses and all instructional matter pertaining thereto. These are courses conducted by mail for the purpose of providing the citizen soldier with an opportunity for systematic and practical training and instruction which will fit him to perform the active duties of his grade and also prepare him for promotion to the higher grade ;
- (b) Editing all text books and other instructional matter issued by the Cavalry School ;
- (c) Selection of subject material for the Cavalry School Mailing List and editing the manuscript for publication ;
- (d) Supervision of the Cavalry School library ;
- (e) General supervision of the publication of the " Rasp," a student annual ;
- (f) Liaison with the CAVALRY JOURNAL and other publications.

POST ACTIVITIES

Polo.—Of the many recreational and athletic activities on the post, polo plays an important part during most of the year. There are eight teams which are organized and which play according to schedule. There are four playing fields. Students, except those in the Advanced Equitation Class, do not play during the school year. The first, or school team attends many polo tournaments throughout the country and has met with no small success.

Horse Shows.—Local horse shows and gymkhanas are held frequently throughout the year and arouse keen competition and interest. Several times each season, the best of our performers are sent to many of the horse shows held in the United States and Canada. In these, the Fort Riley horses

usually perform very well and have always been enthusiastically received.

The Hunt Club.—The Cavalry School has an organized Hunt. The pack numbers many well-bred foxhounds, is listed in the Master of Foxhounds Association, and is recognized by the National Steeplechase and Hunt Association. Many attractive hunts are held during the period from October to April each year.



OLD BRITISH CAVALRY SHOULDER BELT PLATES AND BUTTONS

By MAJOR H. G. PARKYN, O.B.E.

THE late Mr. Hastings Irwin stated in the preamble to an article he wrote on British Army Uniform :

“ Having thoroughly exhausted the Official Documents in the War Office Library, the Public Record Office, the British Museum and the Library of the Royal United Service Institution, I have come to the conclusion that very few reliable documents exist, and that the details given in them are of the most meagre description.”

This was with reference to detail of uniform as a whole, but with regard to detail of badges and buttons worn on uniform and accoutrement, the information available is even less and one is practically dependent on what collectors and museums have been able to secure, to form any sort of record.

As far as can be ascertained, it was about the middle of the 18th century that it became the custom for infantry officers to wear their sword belt over the shoulder, the belt being ornamented in front with a plate. Cavalry plates may be ascribed to the same period, but it is almost certain that their use by the mounted service was not universal, and that in some cases they were worn on sword shoulder belts and in others on the pouch belt.

In the “ British Military Library,” published in two volumes, 1799-1800, are several coloured plates of cavalry regiments, that of the 1st Life Guards shows an oblong plate with square cut corners and the design of the numeral “ I ” below a crown. The 2nd Life Guards have an oval plate, but it is hard to say if it is meant to represent a plate in the true sense of the word

or a buckle slide; it appears to have the design of the Royal Cypher.

The 3rd Dragoon Guards are shown wearing a gilt oval plate on the sword belt, while in the illustration of the 2nd (or Royal North British) Regiment of Dragoons an oval gilt plate is shown on the pouch belt, but unfortunately in neither case is any design given on the plates.

Among the shoulder belt plates of the Milne collection, sold in 1913 by Messrs. Sotheby, Wilkinson & Hodge, was an oval silver plate of the King's Dragoon Guards. The plate, which was engraved, had the design of the Cypher "G.R." inside a crowned garter, and below this the letters "K.D.G." (illustration 1). The fact that the plate was of silver appears strange as the regiment was a gold laced one, but it shows how dangerous it is to lay down any fixed rule as to the metal or design of badges and buttons at this early period.

The Officers of the 4th Royal Irish Dragoon Guards at one period (probably about 1790), wore a very fine oval gilt shoulder belt plate with a silver star of eight points, in the centre of which inside a gilt garter, crowned, was a harp, also gilt; the garter was inscribed with the Regimental title.

The 3rd Dragoons, now the 3rd King's Own Hussars, had a plate of very uncommon design. It was probably worn towards the close of the 18th century, and was of gilt metal, oblong in shape with the corners flattened out and the centre raised (see illustration 1A).

Illustration No. 2 shows a shoulder belt plate of the 7th (The Princess Royal's) Dragoon Guards. The plate is gilt with the design incised, and was probably worn about 1790.

In the Zenghaus collection at Berlin is a fine collection of 1st Royal Dragoon uniforms of about the period 1770-80, among them being an oval gilt shoulder belt plate with the design of the Royal Cypher inside a crowned garter, and the title "Royal Dragoons" round the top edge of the plate.

Illustration No. 3 is a shoulder belt plate ascribed to the 2nd or Royal North British Dragoons; the author knows of no definite authority to say the plate belonged to this regiment,



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This photograph has been
kindly supplied by
Messrs. Spink & Son.



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but it would appear highly probable. The plate is of gilt metal with a red cloth background to the pendant St. Andrew, and the badge above. The oval with the motto has a background of dark green cloth.

In volume II of the "History of the 7th (Queen's Own) Hussars," by C. R. B. Barrett, is described a shoulder belt plate of the Regiment, which is shown in a portrait of an officer painted in 1793. The plate is oblong, silver, and has at the top the inscription "Q's Own," and below this a double Royal Cypher inside a circle. At the bottom of the badge is "VII Light Dragoons."

In "Regimental Badges worn by the British Army One Hundred Years Ago," by E. Almack, published in 1900, the design is given of a plate worn by the 10th Light Dragoons. From the fact that the design of the Prince of Wales's feathers, coronet and motto are displayed the badge cannot be earlier than 1783, the year in which the Regiment received the title "The Prince of Wales's Own."

There is also one of the 15th King's Light Dragoons. The plate is an oblong silver one with the design of the Royal crest inside a crowned garter with the motto "Honi Soit Qui Mal y Pense," below the garter is a label inscribed "Emsdorff." The plate has an ornamental border. The action of Emsdorff was one in which the regiment greatly distinguished itself and at which it defeated five battalions of infantry and took their colours, and captured nine pieces of ordnance. The regiment was given the title "King's Royal," as a mark of Royal approbation, in 1763.

Illustration No. 4 is of an officer's shoulder belt plate of the 19th Light Dragoons; the plate, which is silver, has the design incised and belonged to the regiment of that number which was in existence from 1779-83. This regiment was formed out of drafts from the light troops of the 10th and 11th Dragoons and a few other corps. The uniform was scarlet faced with grass green, and laced with silver.

It was not until 1767 that regimental numbers were ordered to be displayed upon buttons; prior to this date they had

been of various designs, many of them of very artistic pattern and as a rule made of thin sheets of gilt or silver metal laid on bone or wooden backs and fastened to the coat by strands of catgut. A very fine example of an early cavalry officer's coat is in the Museum of the Royal United Service Institution. It belongs to the 6th Inniskilling Dragoons and has silver buttons of an artistic design.

The illustrations in this article show a few of the designs worn by regular regiments at various periods of their existence.

No. 5. Officer's button, 2nd Queen's Dragoon Guards, of gilt metal, design incised ; worn about 1850.

No. 6. Button of the 3rd Dragoon Guards (Prince of Wales's). These appear to have changed very little in design during the last hundred years ; that illustrated is a pewter button of about 1830.

No. 7. Officer's button, 2nd (or Green) Irish Horse, now 5th Dragoon Guards. This is one of the earliest known cavalry buttons. The design of the border of laurel leaves turned inwards was at one time fairly common on buttons in the British Army, but now survives only in those of the Gloucestershire Regiment.

The Dragoon Guards had originally been entitled "Regiments of Horse," and were armed and equipped like the Household Cavalry. They also received a higher rate of pay than the Dragoons, and had to provide their own horses. In 1746 the regiments on the English establishment were converted into dragoons and given the pay of such, and in order to make up for any supposed loss of prestige, they were entitled "Dragoon Guards" and given precedence over other regiments of dragoons. The four regiments of Irish Horse, which became the 4th, 5th, 6th and 7th Dragoon Guards, were not converted until 1788. The details and differences of dress were many, and much useful information can be obtained regarding these from the Inspection Reports, which in addition to dress, give sidelights on the regiments concerned. In that for the 2nd Dragoon Guards in the year 1776, Major-General Johnstone reports of the regiment :

"This Regiment is composed of materials to make a most beautiful appearance";

while of the 15th Light Dragoons, the same year, he says:

"Officers—a very genteel corps though some rather corpulent."

Of the 2nd Dragoons it was reported that:

"The officers Mess together and seem to live in harmony."

No. 8. Officer's button of the 6th Dragoon Guards Carabineers. This design was worn by the regiment for a considerable number of years and appeared on the silver buttons worn by the officers about 1780, the lace and buttons being changed to gold later. The title, "Carabiniers," was given to the regiment as a reward for its services in the Irish Campaign of 1690 and at the battle of the Boyne.

No. 8a is a later button of the regiment worn about the time of the Crimean War and is of interest as it was the last cavalry button to display the design of a border of leaves turned inwards.

No. 9. Button, 7th (The Princess Royal's) Dragoon Guards, gilt design in relief. The title, "Princess Royal's," was bestowed on the regiment as far back as 1788. The button illustrated dates about 1830.

In the Zenghaus Museum, Berlin, are two early buttons of the 1st Royal Dragoons. They are of gilt metal and each bears the design of a horseshoe inside the curve of which are the letters " $\frac{1}{D}$ "; one button has the design inside a spray of leaves and has a roped rim; the other is plain except for its central design.

No. 10. Officer's button, 2nd or Royal North British Dragoons, about 1770-80. The button is of gilt metal laid over a wood or bone back; the men's buttons were of the same design but of pewter.

No. 11. Officer's button of the same regiment of a much later period, and worn until 1877, when the ancient title of Royal North British Dragoons was discontinued. The eagle represents that captured by Sergeant Ewart of the regiment, at Waterloo.

The 15th King's Hussars were raised as light dragoons in 1759 and were the first light cavalry regiment to be raised in England and which still exist. Gradually the number of light cavalry regiments was increased by the conversion of dragoons. According to the regimental history of the 15th, the regiment when first formed, had a Prussian hussar and three privates to train them in hussar duties.

The services of the Light Dragoons during the campaign in Portugal and Spain were of a very high character. As many of the dragoon regiments were formed into light dragoons, so in turn did the light dragoons become hussars and now, alas, a title which has made history all over the world for the British Army, has become lost. The dress of the Light Dragoons was distinctive from their first formation and they were lighter armed and horsed.

The first actual British regiment of hussars to be equipped and dressed as such was the present 10th Royal Hussars, who were constituted hussars in 1806, having previously been light dragoons. They were quickly followed by the conversion of the 14th and 15th Light Dragoons. But as a matter of fact, although it was in the year 1806 they were officially given the title, they had been dressed and equipped as hussars as early as 1803. This new branch of the cavalry was armed with a lighter carbine, and both officers and men were allowed to wear moustaches. Their uniform, one of the most handsome in the Service, was copied from that of the hussar regiments in the service of France and Prussia, and many of these distinctions in dress have remained until the present time.

Hussars were instituted in Hungary about the middle of the 15th century and originated by a law passed that every twentieth man was to take the field. The word "Hussars" being a corruption of the Hungarian "Huss" which means twentieth, and "ar" pay. They used large swords, either straight or curved, and hung from the waist. Their movements consisted chiefly of skirmishing in swarms round the enemy. The saddles were of light wood on which were worn skins with the fleece outwards. The horses were ridden with



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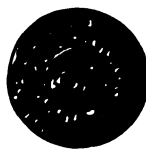
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bridloons instead of bits so that they could pasture at the shortest halt without unbridling.

No. 12. Officer's button, 3rd King's Own Dragoons (now the King's Own Hussars), circa 1770-80. Made of gilt laid over bone or wooden back.

No. 13. Officer's button, 3rd King's Own Dragoons—of a slightly later date. The button is gilt with the design incised.

No. 13a. Button of the above regiment, but of a later period.

No. 14. Officer's button, 4th Queen's Own Dragoons (now 4th Queen's Own Hussars). Silver, flat, design incised. Worn about 1810.

No. 15. Officer's button, 4th Queen's Own Light Dragoons, circa 1850.

The 5th Royal Irish Dragoons, raised in 1689, had a distinguished career under Marlborough, but came to an untimely end, being disbanded in 1799 owing to the discovery of a plot by newly-joined recruits to murder their officers. The officers' buttons at the time of disbandment were of silver and bore the design of the Irish Harp and Crown, with the Roman numeral "V" above and "R." and "L." on either side and below the badge, the letter "D."

No. 16. Officer's button, 6th Inniskilling Dragoons. The design of the Castle has not undergone any drastic reconstruction, such as is the case with most regiments whose badge is of this nature. In the earliest buttons of the regiment the flag was flying in an opposite direction.

No. 17. Button, 7th Queen's Own Light Dragoons, about 1860. The early buttons of the 9th Dragoons (now the 9th Queen's Royal Lancers) were flat and of silver metal with the design incised of "IX" above D's. The regiment became light dragoons in 1783, and when as a result of the brilliant services of the Polish lancer regiments in the French service during the Waterloo Campaign, the British authorities decided in 1816 to arm certain regiments with the lance, the 9th was one of the four selected. Several previous attempts had been made to introduce the weapon into the British service and in 1811,

Captain J. B. Drouville had submitted a plan for the formation of lancer regiments in the British service, to the Duke of York. These suggestions were published in book form, with illustrations. The dress of the Polish lancers was taken as a model for the British lancer regiments and their present-day lancer cap is little different from the National square-topped *Czapka* of Poland.

No. 18. Button, 10th Prince of Wales's Light Dragoons, circa 1783. Pewter in relief.

No. 19. Officer's button, 11th Light Dragoons. Gilt design in relief (circa 1830-40). The badge of the Sphinx was given for the services of the regiment in Egypt, 1801.

No. 20. Button, 12th Prince of Wales's Light Dragoons, worn prior to 1816, when the regiment became lancers. The badge of the Sphinx rests on a label inscribed with Egyptian characters, and commemorates the services of the regiment in the campaign of 1801.

No. 21. Button, 12th Prince of Wales's Light Dragoons. As for the ball button described above, but with the addition of the crest, coronet and motto of the Prince of Wales.

No. 22. Button, 13th Light Dragoons (now 13/18th Hussars). Round the bottom edge of the button is the motto of the 13th, "Viret in Æternum."

No. 23. Officer's button, 14th King's Light Dragoons, circa 1830 (now 14/20th Hussars).

No. 24. Officer's button, 16th Queen's Light Dragoons. The button is of silver with the design in relief. The title, "Queen's," was given to the regiment in 1766 as a mark of Royal approbation by King George III. This type was worn circa 1800.

No. 24a. Officer's button, 16th (The Queen's) Lancers. Prior to 1830. After this date the same design was retained for some years, but the lace and buttons of the regiment were gilt.

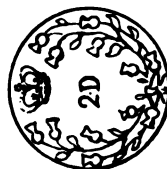
No. 25. Officer's button, 17th Light Dragoons. An early design of the regiment's button made in silver for officers, on a wooden or bone back.



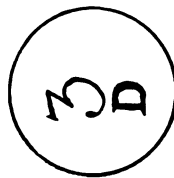
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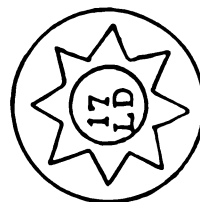
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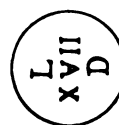
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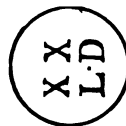
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No. 26. Button worn about 1810 by 17th Light Dragoons, design incised, button silver.

No. 27. Officer's button, 17th Lancers, worn prior to 1830. This method of displaying the regiment's well-known badge of the Skull and Cross Bones was retained for many years.

Nos. 28 and 29 are officer's buttons of the 18th Light Dragoons. This regiment was raised in 1759 as the 19th Light Dragoons but was more generally known as The Drogheda Light Horse. In 1763 it was renumbered and was disbanded in 1822 as the 18th King's Irish Hussars.

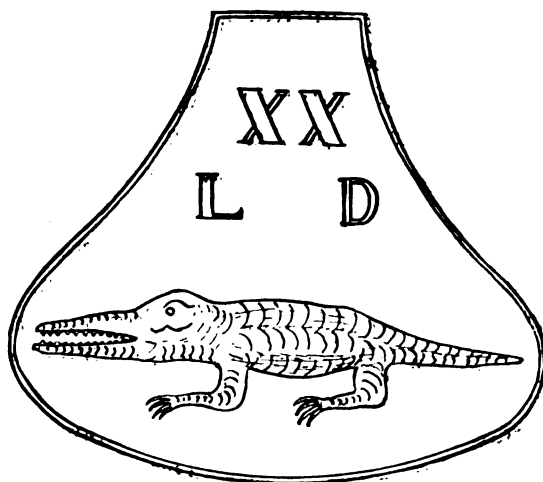
No. 28 is of silver metal laid on a bone back and is of very uncommon design. Its date is about 1780-90.

No. 29 is a later type and was worn by the regiment during its service in the Peninsular War.

The illustrations Nos. 30 (Tailpiece) and 31 at the close of this article are those of the badge worn on the front of the Light Dragoon helmet, of the 20th Jamaica Light Dragoons and of the regimental button of a later period. The alligator is the crest of the Island of Jamaica and formed part of the Arms granted in 1661.

The 20th Jamaica Light Dragoons were raised in 1791 for service in Jamaica and were paid for out of Colonial funds until 1802, when the regiment returned to England and the title Jamaica was dropped. Its commanding officer was Robert Rollo Gillespie, of Indian fame. During the service of the regiment in Jamaica it saw service in the Maroon War of 1795-6. Subsequently, as the 20th Light Dragoons, the regiment served in the Cape of Good Hope, South America and Portugal, where it greatly distinguished itself at the action of Vimiera. The regiment was also represented at Naples in 1805, and Sicily, 1806, and one troop was present at the action of Maida. The regiment was in Egypt in 1807, and afterwards in Sicily and Spain, while a non-commissioned officer's party accompanied Sir Robert Wilson, the British Military Commissioner to Constantinople in 1811 and afterwards went with him to Russia, being present with the Russian Army throughout the great

retreat from Moscow, 1812, and afterwards in Germany was present at the battles of Lutzen, Bautzen, Dresden, and the battle before Leipsic in 1813. The regiment was disbanded in 1819.

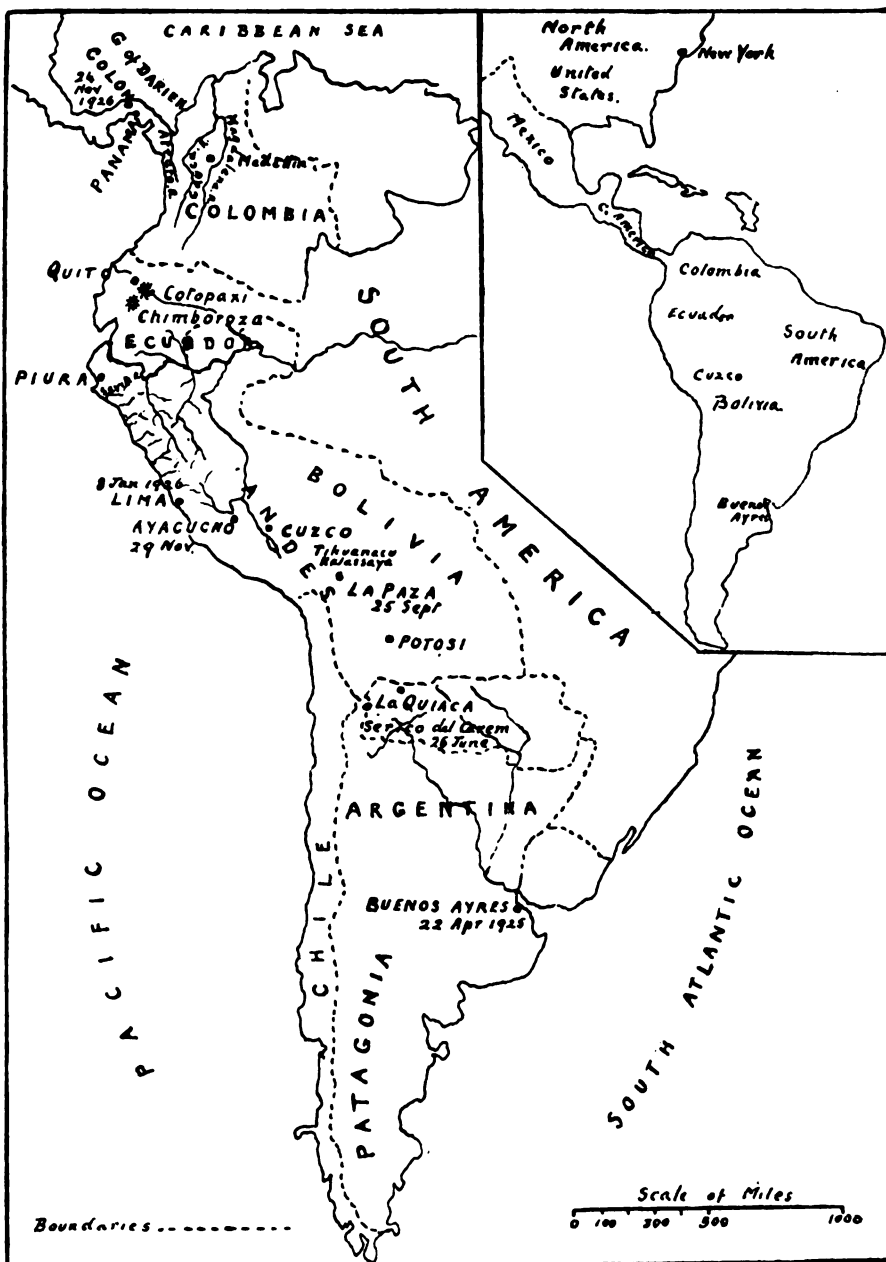


BUENOS AIRES TO NEW YORK ON HORSEBACK

EARLY this year there appeared in the *Observer* and certain other English papers a brief account of a long-distance riding test, undertaken by a young South American, whose intention was to cover the whole distance of fifteen thousand miles from Buenos Aires to New York. It is thought that some further details of this, probably the most exacting test of its kind to which man and horse have ever been subjected, should be of interest to readers of the CAVALRY JOURNAL.

The rider is one Mr. A. F. Tschiffely, who was born in Switzerland, and was during the early part of the Great War a master at Malvern College, which he left in 1916 to take up a post at the English-American College in Buenos Aires. At the time of the commencement of his ride he was thirty-one years of age. The horses selected by him for the test were a pair of the well-known Criollo strain, imported by the Spaniards into the Argentine, and allowed for some three hundred years to run wild ; this breed has lately been taken up and exploited by a specially formed society of breeders. The reputation of these animals throughout South America, as a result of many severe tests, already stood high at the time of Mr. Tschiffely's trek, and the results of his enterprise prove that this fame was well-deserved.

Mr. Tschiffely, with two of these pure-bred Criollo horses specially brought from Patagonia, left the Argentine Rural Society's headquarters at Buenos Aires on 22nd April, 1925, for the first stage of his ride, which was to take him as far as the frontier of Bolivia. After thirty-nine days journey he reached the border at Serico del Carmen, having covered a distance of over 1,300 miles, an average of over thirty-



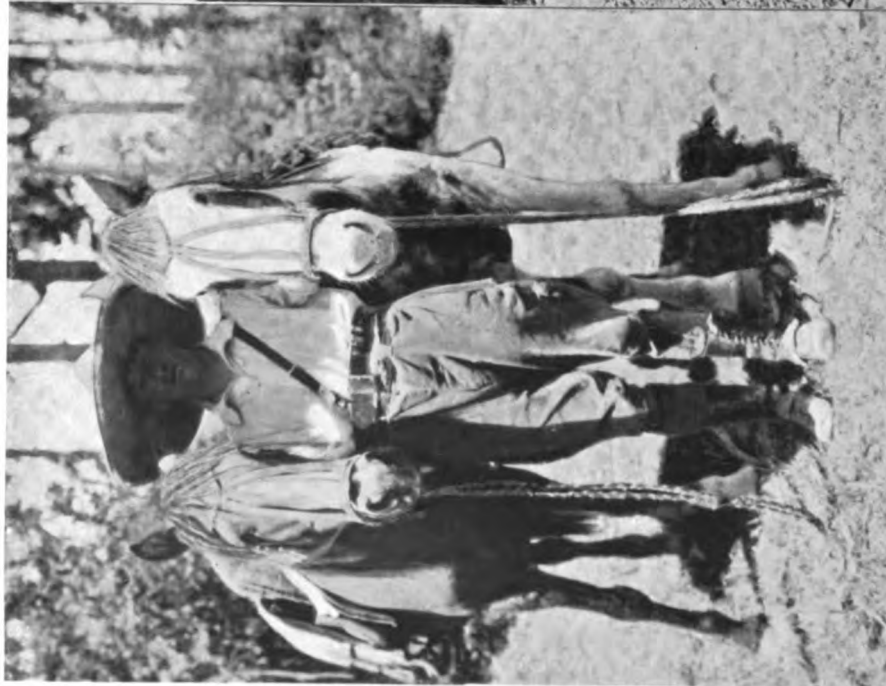
three miles a day. The horses stood up admirably to the strain of the continuous journey, and the main anxiety of their rider was lest they should eat the many poisonous herbs that abound in this area ; often he had to hand-weed the ground all round his camp to prevent any such danger. At the end of this stage of his journey Mr. Tschiffely had an enforced halt of five weeks, owing to his having contracted blood poisoning while exploring some old Indian graves.

Continuing his northward route, *via* La Quiaca, a frontier town 9,000 feet above sea level, the rider and his horses struck into the Andes, which was expected to be the worst stage of their journey. At times altitudes of 18,000 feet were reached and blizzards of snow and ice were frequently encountered, with temperatures of eighteen degrees below zero ; and in these fearful conditions the rider often had to tether his steeds for the night and sleep in the open with his saddle for a pillow and with no shelter of any kind. There were often no roads or even recognisable tracks to assist him. From Potosi onwards such few tracks as existed were impassable ; the only guide to be obtained proved unable to stand the strain of the terrible conditions ; and the compass proved useless in these high altitudes. Mr. Tschiffely was therefore reduced at each stage to asking his way of the Indians, who though taciturn and sullen by nature, proved of real assistance to him. At last this part of the journey was successfully accomplished, and, Mr. Tschiffely reached La Paza on 25th September. Progress on this stage had still been at the average rate of about thirty miles a day. The horses, despite their hardships, and the frequent and unwelcome attentions of vampire bats during the crossing of the mountains, retained their strength admirably—so much so that one of them, on being temporarily boxed on arrival at La Paza, at once proceeded to kick the box to pieces.

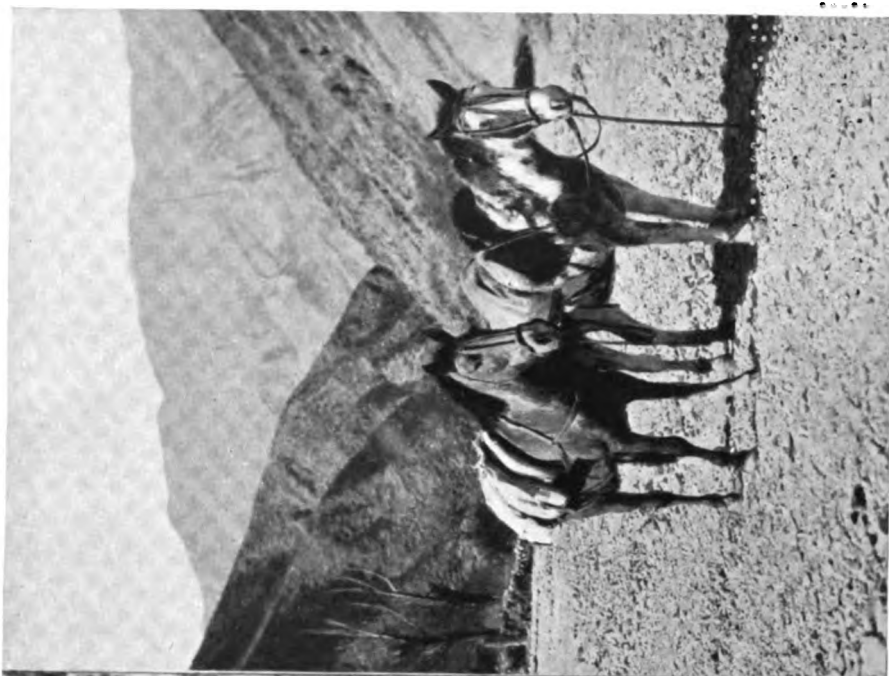
From this town, where the President of the Republic of Bolivia inspected the animals and expressed his surprise and admiration at their excellent condition, the route taken by Mr. Tschiffely led past the famous Inca ruins of Tihuanacu and Kalasasaya, believed to be over eleven thousand years old,

to the ancient Inca capital at Cuzco. From this town he continued on to Ayacucho, where he arrived on 29th November, having then covered three thousand five hundred miles in two hundred and thirty days—an over-all average of fifteen miles a day, and of close on twenty if the periods of rest are not counted in.

The crossing of the high mountainous region between Ayacucho and the Pacific coast at Lima proved in the event even more perilous and trying than the passage of the Southern Andes. At the height of twelve thousand to fourteen thousand feet, to which Mr. Tschiffely and his horses often ascended, the cold was bitter; then plunging down from these peaks, they would encounter deep-sunk valleys where the heat was terrific and mosquitoes and vampire bats rendered life a misery of torture. Heavy rains were encountered which threatened to sweep away the bridges on the rider's path, and plunge him and his horses down into the depths of torrents or over the sides of sheer precipices. The crossing of the spider's-web-like bridges suspended high above these torrents was in itself a task requiring no small degree of nerve and courage. Once one of the horses was actually swept off a narrow track leading along the edge of a precipice, and fell headlong down the mountain side, to what seemed almost certain death; but as luck would have it, its fall was arrested by one of the few trees on the cliff-side, and here it hung till it could be relieved of its load, when it scrambled like a cat up the slope and back on to the track. Perhaps a still worse adventure, however, was the desertion of Mr. Tschiffely by an Indian guide, who fled in terror in the midst of a blizzard and left him to wander about for four days with no idea of his whereabouts, and practically without food for himself or fodder for his horses. As a final trial, he fell a victim on three successive occasions to attacks of the disease known as "puna," due to the extreme rarefaction of the atmosphere; the first of these proved all but fatal to him, his heart, lungs and brain all being seriously affected, and any exertion being dangerous if not impossible. At length the fearful mountains were passed, and the expedition descending



A. F. Tschiffely with his two Horses in the Wilds of Columbia.



Gato and Mancha in Bolivia.

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to the plains, reached Lima on 8th January, 1926, where a few days' well-earned rest was enjoyed. At this stage indeed Mr. Tschiffely was earnestly counselled to abandon his courageous enterprise; but he was quite resolved to persist in it, and nothing would serve to move him from his purpose.

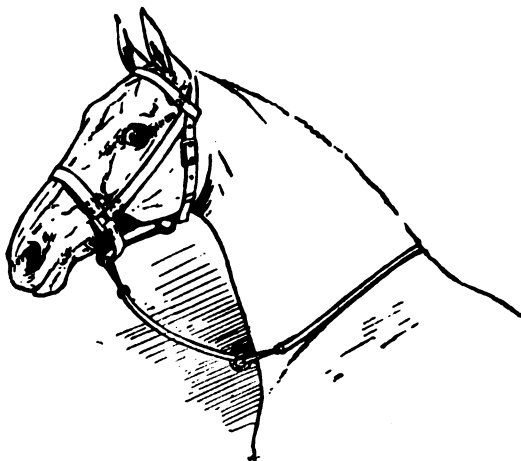
Accordingly, fortified with a special map prepared for him by the Peruvian Minister for War, he resumed his journey on 9th March, across the sandy desert, crossed by twenty-one rivers, which borders the Pacific coast up to the frontier of Ecuador. The route was a grim and forbidding one, bordered as it was along the whole of its length by the skulls and bones of men and animals who had perished from lack of water; the watering places were often from eighty to a hundred miles apart and this distance had to be covered in some twenty hours' continuous riding. The rivers proved a source of great trouble; fords over some of them were found for him by police or soldiers, but he often had to fend for himself, and at the crossing of one stream, the Savita, which had swollen to a roaring torrent three hundred yards wide, he and his horses were all but carried away by the force of the current, which was sweeping down before it big trees and huge pieces of timber and was churned up in places into perilous whirlpools. Nevertheless the "fool Englishman," as the local inhabitants termed him, swam safely across with his two horses.

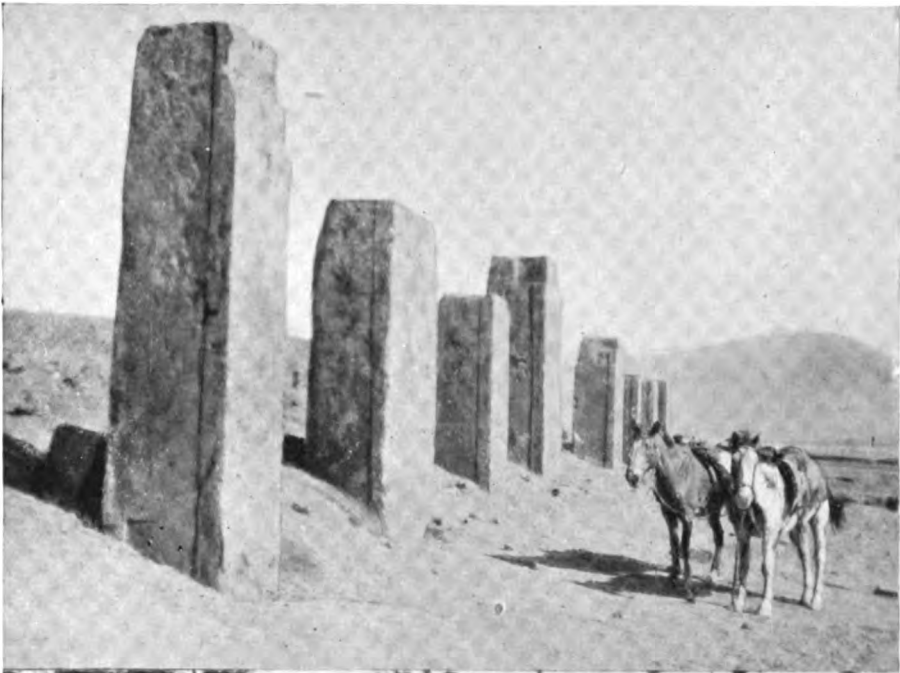
At length Piura, on the frontier of Ecuador, was reached, and the route was pursued past the volcanoes of Chimborazo and Cotopaxi to the capital, Quito. Muddy hills rendered progress slow, and the only habitation to be secured by Mr. Tschiffely was often the vermin-ridden interior of a miserable Indian hut. Nothing, however, affected the cheerfulness and health of the rider or the endurance and condition of his steeds. From Quito the journey was continued through the jungles of Ecuador and Colombia into the Cauca valley and so to Medellin, where another halt was made. From this point the great swamps in the valley of the Atrato river and along the shores of the Gulf of Darien, made it impossible for further progress to be made by land, as Mr. Tschiffely, after attempting it in

defiance of the advice of the local authorities, was compelled to admit. In accordance therefore with instructions received by wire from Buenos Aires, rider and horses were sent round by water down the Magdalena River, and so to Colon and Panama, where they arrived on 24th November, 1926, having thus been just over nineteen months on the journey. The total distance covered in this period must have amounted to well over six thousand miles.

No details of the further progress of the ride are available, but it was Mr. Tschiffely's intention to continue it through Central America to the United States, ending up at New York.

An amazing feat indeed this! and still more when it is remembered that the two horses concerned, "Gato," a bay gelding, used mainly as a pack-horse, and "Mancha," a pinto or piebald gelding, are both close on twenty years old; yet they covered every inch of the six thousand miles from Buenos Aires to Medellin on foot, carrying a load of twenty stone between them, never went sick or lame, and on their arrival were found to be as fit as on the day they started. They subsisted only on such food as could be obtained locally; they passed through the utmost extremes of climate and weather, of heat and cold, and overcame all the difficulties of the route in a manner reflecting the greatest credit on their breeding and training. The whole ride, in fact, affords a fine example of what can be done by a plucky and determined horseman, and by horses of high stamina and quality.





No. 1.—Ruins of Kalasasaya, Temple and Astronomical Observatory of an unknown pre-Incaic race about 9000 years B.C., in Upper Peru. Altitude 12,000 ft.

No. 2.—A. F. Tschiffely with Mancha in Quito, Ecuador. August, 1926.

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NOTES

CAVALRY OF THE LINE

ONE CORPS INSTEAD OF THREE

Army Orders published on 10th August, 1927, contain a Royal Warrant under which the units and personnel of the Corps of Dragoons, the Corps of Lancers, and the Corps of Hussars, so far as they are units and personnel of the Regular Army and the Militia, are transferred to and constitute a single Corps, designated "Cavalry of the Line." At the same time it is provided that the three existing corps shall be re-designated "Dragoons (Territorial Army)," "Lancers (Territorial Army)," and "Hussars (Territorial Army)," and shall comprise the units and personnel of the auxiliary forces included in them.

The Corps of Cavalry will thus be constituted as follows :

Household Cavalry.. All units and personnel of Household Cavalry, including :

The Life Guards
Royal Horse Guards.

Cavalry of the Line.. All units and personnel of the Cavalry of the Line, including :

Dragoons—

1st King's Dragoon Guards
The Queen's Bays
3rd/6th Dragoon Guards
4th/7th Dragoon Guards
5th Inniskilling Dragoon Guards
1st The Royal Dragoons
The Royal Scots Greys.

Lancers—

9th Queen's Royal Lancers
12th Royal Lancers
16th/5th Lancers.
17th/21st Lancers.

Hussars—

3rd The King's Own Hussars
 4th Queen's Own Hussars
 7th Queen's Own Hussars
 8th King's Royal Irish Hussars
 10th Royal Hussars
 11th Hussars
 13th/18th Hussars
 14th/20th Hussars
 15th/19th Hussars
 North Irish Horse (Militia).

Dragoons All units and personnel of the Dragoons (Territorial
 (Territorial Army) Army), including :
 The Shropshire Yeomanry
 The Yorkshire Dragoons
 The North Somerset Yeomanry
 The Duke of Lancaster's Own Yeomanry.

Lancers All units and personnel of the Lancers (Territorial Army)
 (Territorial Army) including :
 The Lanarkshire Yeomanry.

Hussars All units and personnel of the Hussars (Territorial Army),
 (Territorial Army) including :
 The Royal Wiltshire Yeomanry
 The Warwickshire Yeomanry
 The Yorkshire Hussars
 The Nottinghamshire Yeomanry
 The Staffordshire Yeomanry
 The Ayrshire Yeomanry
 The Cheshire Yeomanry
 The Leicestershire Yeomanry
 The Northumberland Hussars.

Scouts All units and personnel of the Scouts, including :
 The Lovat Scouts
 The Scottish Horse.

REGIMENTAL ALLIANCES

The King has approved of the following Regimental Alliances :

The 9th Light Horse Regiment, Australian Military Forces, to the 5th Inniskilling Dragoon Guards ; the Princess Louise Dragoon Guards, Non-Permanent active Militia of Canada, to the 10th Royal Hussars (Prince of Wales's Own).

CHANGE OF DESIGNATION

His Majesty the King has been graciously pleased to approve of the 5th/6th Dragoons being in future designated the "5th Inniskilling Dragoon Guards" and taking precedence next after the 4th/7th Dragoon Guards.

A.D.C. GENERAL TO THE KING

His Majesty the King has been graciously pleased to approve of the appointment of General Sir Philip W. Chetwode, Bart., K.C.B., K.C.M.G., D.S.O., Colonel, The Royal Scots Greys (2nd Dragoons), to be Aide-de-Camp General to the King, with effect from 31st July, 1927, in succession to General Sir George F. Milne, G.C.B., G.C.M.G., D.S.O., LL.D., Colonel Commandant, Royal Artillery.

THE INSTITUTE OF THE HORSE, LIMITED

"The Institute of the Horse, Limited," has been formed lately, with a distinguished Council in control. It is stated that its main object is "to be the authoritative civilian centre of information on all matters relating to the horse, his training and management." All those interested in horses are invited to become members.

The Institute will operate in the following directions, through which it is believed members will receive assistance and benefit :

- (a) Legal advice on all matters relating to the horse ;
- (b) Assistance and advice on buying and selling ;
- (c) Assisting Members in the Insurance of all classes of horses, whether for racing, hunting or travelling for shows, etc. ;
- (d) Undertake the training of young horses and the schooling of hunters and polo ponies ;
- (e) Arrange for the keep of horses of all classes, whether out at grass or in stables ;
- (f) To send out, if required, competent officials to give advice on methods and management of private stables ;
- (g) In order to have available for members the best advice or solution of any problem, the Institute will endeavour to enlist the services of a number of well-known (a) Hunting Men ; (b) Polo Players ; (c) Trainers ; (d) Jockeys ; (e) Breeders ; (f) Veterinary Surgeons, etc., who being formed into various committees would deal with any question received and could be relied upon to give the most authoritative and experienced advice.

It will be readily understood, however, that the extent to which the Institute can develop its scope and usefulness must necessarily depend upon the support it receives from the public and the number of Members who join its ranks; the greater the number the greater the usefulness of the Institute to those Members and to the public in general.

Entrance Fee	..	..	One Guinea.
Annual Subscription	..	..	One Guinea.
Life Membership	..	..	Twenty-five Guineas.

Further information and forms of application for membership are obtainable from the Secretary, 27, Cavendish Square, London, W.1.

THE METROPOLITAN SERVICES COLLEGE

The Metropolitan Services College has produced a brochure, dealing with its system of teaching. The college which was inaugurated in the Autumn of 1925, provides specialised postal training for the Army Promotion Examinations. In brief the policy is:

- (1) To give to each individual officer the very best tutorial service at the lowest possible fee;
- (2) To provide by means of scientifically planned and properly graded Postal Courses, an interesting military education, as distinct from the old-fashioned "cramming."

Further information can be obtained from the Secretary, Metropolitan Services College, St. Albans.

THE SOCIETY OF ARMY HISTORICAL RESEARCH

This Society was formed in 1921, with the object of encouraging research into Army Antiquities, into matters connected with Regimental History, Uniforms, Dress and Equipment of the past, Old Military Customs and Traditions, the Art of War in bygone days, Pictures, Prints, Medals, Relics, and other subjects of similar interest.

The Society publishes a quarterly journal, and occasional special publications, copies of which are sent, post free, to all members.

Amongst articles which have appeared are the following :

Tangier—1680 ; the Diary of Sir James Halkett (*Special Publication*)

Old Printed Army Lists

Army Inspection Returns, 1753-1804

The Evolution of the Gorget (*Illustrated*)

The King's Body-Guard of the Yeomen of the Guard, 1485-1920

The English Red-Coat

Cornet Philip Browne The Letters of. King's Own Regiment of Horse, now the King's Dragoon Guards, with which regiment he fought at Dettingen (1743), and at Fontenoy (1745). The letters embrace a period from 1737 to 1746

Military Prints (*Illustrated*)

Memorial of Actions during the Civil War, 1642-4. By Sir Thomas Fairfax.

Articles of War

The Art of War

" Notes, Questions and Replies " form a prominent feature (occupying about one-third of the Journal), with the object of fostering a spirit of enquiry into all matters of military interest.

The annual subscription to the Society, payable on 1st January, is one guinea. All interested in the History of the Army are invited to join and to contribute articles. Any person desirous of becoming a member may be admitted, subject to the approval of the Council. Libraries, Clubs, Societies and Regiments may, through their representatives, be admitted to membership.

All back numbers of the Journal are obtainable by new members at a reduced rate.

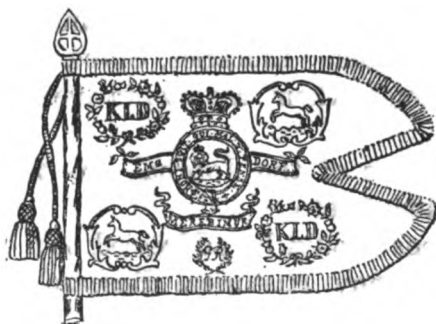
Communications should be addressed to : The Hon. Secretary, Society of Army Historical Research, c/o War Office Library, Whitehall, London, S.W.1.

At the Annual Meeting, in June, 1927, it was stated that steady progress was being made in membership. The numbers has risen from 246 in 1923, to 362 in 1927. Forty-two Regiments subscribed to the Society.

MAGAZINES

The Editor acknowledges with thanks the receipt of the following Home and Dominion Magazines :

<i>Journal of the Royal Army Medical Corps</i>	..	June, July, August, 1927
<i>The R.E. Journal</i> .. .. .	..	June, 1927
<i>The Veterinary Journal</i> .. .. .	..	June, July, August, 1927
<i>On the March</i> .. .. .	..	June, September, 1927
<i>The Fighting Forces</i> . .. .	..	July, 1927
<i>The Royal Tank Corps Journal</i> .. .. .	..	July, August, Sept., 1927
<i>The Ypres Times</i> .. .. .	..	July, 1927
<i>The Strathconian</i> .. .. .	..	June, 1927
<i>The Military Gazette</i> .. .. .	..	Nos. 11, 14 and 15.
<i>The Artists' Rifles Journal</i>.. .. .	..	Summer Number, 1927
<i>The 13th/18th Hussars Journal</i> .. .. .	..	July, 1927
<i>The Wasp</i> .. .. .	..	July, 1927
<i>The Royal Army Service Corps Quarterly</i> .	..	July, 1927
<i>The Journal of the Indian Army Service Corps</i> ..	..	July, 1927
<i>The Yorkshire Hussars Magazine</i> . .. .	..	No. 1, July, 1927
<i>Canadian Defence Quarterly</i>. .. .	..	July, 1927



REGIMENTAL ITEMS OF INTEREST

The Queen's Bays

MUSKETRY

The Regiment has gained the following successes in the Army Rifle Association Competitions, 1926 :

- (1) *The Queen Victoria Trophy (In India).*—Regimental and Battalion Rifle, Light Automatic, Machine Gun and Revolver Team Grand Aggregate Championship. (Open to Cavalry Regiments and Infantry Battalions.)
 - *1st. The Queen's Bays.
 - 2nd. 2nd Royal Ulster Rifles.
 - * Winner for the second year in succession.
- (2) *The King George Cup (Abroad).*—For teams of 8 Officers, with Rifle. (Open to Cavalry Regiments, Infantry Battalions and "Battalions.")
 - *1st. The Queen's Bays.
 - 2nd. 1st East Yorkshire Regiment.
 - * Winners for the second year in succession.
- (3) *The Royal Irish Cup (Abroad).*—For teams of 8 W.O's. and Sergeants, with Rifle. (Open to Cavalry Regiments, Infantry Battalions and "Battalions.")
 - 1st. 1st East Yorkshire Regiment.
 - 2nd. The Queen's Bays.
- (4) *The 18th Hussar Cup (Cavalry in India).*—The sum of the aggregates of the 25 highest scores with the Rifle and Light Automatic, based on the Annual Course.
 - 1st. The Queen's Bays.
- (5) *The Squadron Shield (Abroad).*—For teams of 16 per Squadron, with Rifle and Hotchkiss. (Open to Squadrons of Regiments of Cavalry.)
 - 1st. "A" Squadron, 15th/19th Hussars.
 - 2nd. "B" Squadron, The Queen's Bays.
- (6) *The Machine Gun Cup (Abroad).*—Open to Cavalry Regiments and Infantry Battalions. Teams of 4 Vickers Gun Detachments.
 - 1st. The Queen's Bays.
 - 2nd. 3rd King's Own Hussars.

- (7) *The Eastern Command Cup*.—Hotchkiss Gun Pair Match. (Open to pairs of individuals belonging to Cavalry Regiments.)
Class A. (Officers, W.O's. and N.C.O's. above rank of Corporal.)
 *1st. "B" and "C" Squadron, The Queen's Bays.
 2nd. 3rd King's Own Hussars.
Class B. (N.C.O's. and Troopers, below rank of Sergeant.)
 *1st. "B" Squadron, The Queen's Bays.
 2nd. 3rd King's Own Hussars.
 * Winners for the second year in succession.
- (8) *The Duke of Connaught Cup (Abroad)*.—Open to Cavalry Regiments and Infantry Battalions. Based on the Annual Revolver Course, team consisting of all those officially armed with the Revolver below rank of Staff Sergeant.
 *1st. The Queen's Bays.
 2nd. 1st Hampshire Regiment.
 * Winners for the fifth year in succession.
- (9) *The Revolver Cup (Abroad)*.—Individual Revolver Match. (Open to any Officer or Soldier.)
 *1st. Capt. G. F. W. Smith, M.B.E., D.C.M., The Queen's Bays.
 2nd. S.S.M. I. M. F. Bishop, Royal Scots Greys.
 3rd. Sgt. J. Renwick, Royal Scots Greys.
 4th. Lieutenant R. C. S. Hodgson, The Queen's Bays.
 5th. S.Q.M.S. T. R. Wyatt, The Queen's Bays.
 6th. Sgt. T. H. A. Godbold, The Queen's Bays.
 * Winner for the sixth year in succession.

11th Hussars (P.A.O.)

A Re-Union of Old Comrades was held at Shorncliffe on 30th and 31st July, 1927, which proved a great success, some seventy-five Old Comrades being present.

The Regiment was very successful in the Garrison Rifle Meeting, held at Hythe on 23rd and 24th August, 1927, winning three cups out of four in Open Events, i.e. :

- 1st. *Individual Cup (Best Shot in Garrison)*.
 Winner, No. 536668 L/Cpl. Burke, J.
 1st. *Young Soldiers' Cup*.
 Winners, "B" Squadron Team.
 1st. *The Regimental Cup*.

In addition to the above No. 534925 Sgt. (I.M.) Jones, E., won the Class 2 and 3 Revolver Match.

The Regiment is due to move to Aldershot on 12th October, 1927.

2nd Lancers (G.H.)

The Regimental Trick Riding Troop, two Indian officers and thirty-three men, took part in a Torchlight Tattoo on the Bombay Race Course on 24th, 25th and 26th March.

18th K.E.O. Cavalry

The Regiment entered three teams for the Quetta Handicap Polo Tournament. There were fourteen teams entered.

18th Cavalry A won the tournament.

18th Cavalry C won the subsidiary tournament.

The Regiment entered two teams for the Quetta Cadet College Polo Tournament which they won.

18th Cavalry A defeating 18th Cavalry B in the final.



HOME AND DOMINION MAGAZINES

"THE Royal Engineers' Journal" for June begins with an article "Some Royal Engineers and Their Work in Africa," which proves that so far as sappers go Africa has been not the grave, but rather the foundation of many reputations. Other interesting articles deal with the Shannon Hydro-Electric Power Development and Water Divining. The writer of the latter thinks that one per cent. of the population possesses the faculty of dowsing and suggests that the War Office or the Government should give financial encouragement to the dowser's art; this suggestion, if carried out, would, if it did nothing else, probably lead to some very interesting minutes and correspondence. I must also mention a brief note on Major-General A. Emmett and Napoleon, if only for the General's remark, with which nowadays we all agree, "Well would it have been for England if it could be said that during his captivity its greatest enemy had been treated with noble generosity."

"The Journal of the Royal Army Medical Corps" for June contains one very interesting article, "Old-time Typhus in Britain," by Lieut.-Colonel W. P. MacArthur. This deals largely and in a most learned way, with lice. Poor Thomas à Becket, when he was murdered, simply swarmed with them. Prelates are generally described as "proud," and à Becket certainly may well have been proud of his wardrobe, for he was in the habit of wearing no less than eight garments one above the other, beginning (on the outside) with a large brown mantle and working down through various woollen pelisses to a hair-shirt. Colonel MacArthur reminds us that Scotland has always been famous for its lice. It was Burns who wrote some lines, not to his mistress's eyebrow, but to a "Louse in a Lady's Bonnet," and the author quotes a delightful letter,

written by a patriotic old English lady, who lamented the accession of James VI of Scotland to the English throne because "she had attended Queen Elizabeth's Court for years and never saw a single louse there, but since King James and the Scottish lords had come to London, she could not go near the Court without becoming infested." There is, of course, a famous passage in Macaulay, bearing upon this subject. The most interesting item in the July number is by Q.M.S. E. F. Smith, and deals with Quinine. This derives its name from Countess Ann of Chinchon (called, by the way, Comtesse de Cinchante in another article in this same issue), wife of the Spanish Viceroy of Peru. It was also known as "Jesuit's Bark" and "Cardinal's Powder," and when Charles II and Monseigneur (i.e., The Dauphin), both were cured of fever by it, the drug became famous. Another interesting item in this issue is a table of Campaigns on the North West Frontier, from 1849 to 1923; they amount to no less than fifty-one.

For a lover of animals the "Veterinary Journal" is sometimes rather melancholy reading. For instance, the June number deals with swine fever, strongglosis in sheep, equine sarcosporidium, distemper in ferrets, and, most pathetic of all, a lamentable Case of Progressive Infecundity in a Ram. Anybody who has ever had a favourite ferret, or a favourite ram will find a pathetic interest in this issue. But, to turn to more lively subjects, it is good to read that the town of Reading is famous for its clean milk; on the other hand, alas! as regards the milk supply of London "Ichabod is pertinent." (Moral, don't drink it if you can possibly help it). The most interesting item in the July number is the obituary notice of a pet canary which was "to my certain knowledge in its nineteenth year." This, it is suggested, is a record. Those readers of the CAVALRY JOURNAL who keep pet canaries might be able to confirm, or contradict, this. Those also who may happen to cherish pet rats may like to know that if they (the pets not the owners) suffer from rickets, relief may be obtained from Ultra-Violet Rays.

F. J. H.

The 10th Annual Report, 1926-27, of the Imperial War Museum, has just been issued and is interesting reading. It contains the curious statement that "the earliest firearm used in the war (German East Africa) was dated 1680." It is difficult, too, to control one's feelings on reading "In some oases individuals and even battalions and regiments have used a pattern of sword not in accordance with Dress Regulations." *Inter arma silent leges* is all very well, but dash it all, Regulations are Regulations.

F. J. H.

"Canadian Defence Quarterly," Vol. IV, No. 4, July, 1927. As usual, this periodical deals with a wide range of subjects. Articles of particular Dominion interest include a clear account of the Canadian fighting between the 2nd August and 2nd October, 1918; Aviation in Canda; another article on the Fighting on August 8th; and a History of the Canadian Militia. Affairs in China are touched on in two interesting accounts of Western Influence in China, and the Yangtze Treaty Ports; while other articles on foreign affairs comprise descriptions of the Schools of St. Cyr and Fontainebleau; the Organization of France for War; the Army France requires; and Modern Germany. Perhaps the most valuable article of all, however, is the clear and well illustrated outline of the Development of Mechanical Transport Wheeled Vehicles, which demonstrates the great value some of these vehicles should possess in countries not yet fully developed from a transport point of view.

"The Yorkshire Hussars Magazine," the first number of which has just been published, is a welcome addition to the small band of regimental journals that deal with cavalry matters. The magazine, which will be issued quarterly at an annual subscription of 5/-, is well got up and printed. The most interesting article is the first part of a "History of the Yorkshire Hussars," which is the third oldest Yeomanry regiment, being formed in 1794, under the threat of a French invasion. It is amusing to note that in the early days a scale of fines for officers and men was laid down for absence from

drill. There is an illustrated account of the 1927 Annual Regimental Training, and an article on The Care of Horses in Camp. The staff of the magazine are to be congratulated on the first number and we would like to impress on all Yorkshire Hussars that they should become subscribers.

“Journal of the Society of Army Historical Research,” No. 25, Vol. VI. July, 1927.

This is a magazine to which all Messes should subscribe. The annual subscription is only one guinea (no entrance fee).

The July number has articles, among others, on Old Army Customs, Cromwell's Regiments, The King's Marshalsmen and British Uniform Dress. In the first named article, cavalymen will be interested to read that the original object of the pennon on the lance was to wave it in front of an opponent's horse's eyes and so make the horse shy. The Red Cross owes its origin to the Crusades, when “The clothing of the English soldier was white with a red cross on it.” Red uniform dates back to the days of Henry VIII, who was the first to clothe his bodyguard in that colour.

“Notes and Queries” form an excellent medium, whereby regiments may gain knowledge about any peculiar custom or historical item of interest.

Further information about this Society is printed under “Editor's Notes” in this number of the CAVALRY JOURNAL.

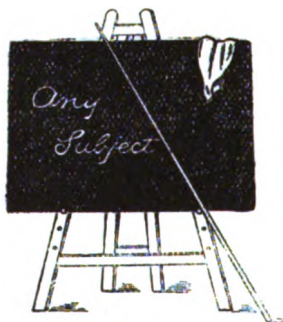
O. J. F. F.

“The Fighting Forces.” July, 1927.

This volume is not quite up to the standard of the last few published. There is, however, quite an interesting account of the activities (or the lack of them) of the Service Members of Parliament, with a suggestion that the Continental committee system should be introduced in dealing with Service matters. The most interesting contribution is an analysis of Admiral Harper's book on Jutland. The author shows the extraordinary course the Admiralty took in suppressing the Harper Report, and states boldly what many people have thought: “The

professional head of the Navy, Admiral Beatty, throughout his long term of office, has had many opportunities of referring in public to the inaccuracies which were being broadcast about Jutland, but he has preferred to remain silent." Finally, he quotes Admiral Harper's conclusion, that "To Jellicoe must go the verdict of that impartial referee, accurate history." The evolution of tactical methods is analysed by a study of the mechanization of an infantry battalion and of the artillery; this study leads the author to the conclusion that the Tank Corps will be merged into the other arms. It is of value to read this article in conjunction with one on the Organization of Mechanical Transport, where the author pleads for the centralization of all mechanical transport affairs in the hands of the R.A.S.C. There are a few short stories, and further articles dealing with Intercommunication, Employment, Economy in the Army, and the Sea as England's Natural Aerodrome.

H. G. E.



FOREIGN MAGAZINES

"The Revue de Cavalerie" for May-June contains a very interesting article by M. Louis Mercier on the Spanish *écoles de la Brida et de la Gineta*, two rival schools of horsemanship in the days of chivalry. From the plates it is evident that the difference between these two schools was just the same as in our times, the difference between, say, Mornington Cannon's seat in the saddle and the "monkey-crouch" introduced into, or at all events made popular in this country by Tod Sloan. Apparently it was claimed for the *Gineta* that you could rise right up in your stirrups *pour mieux exécuter ce que l'on désire*, or as a contemporary English knight would no doubt have said, "give the varlet what was coming to him, and then some." Other interesting articles deal with cavalry reconnaissance in August, 1914, and the present organization of the Spanish cavalry. There is also a translation of two tactical exercises which appeared in the "Militär Wochenblatt."

"La Guerra y su Preparacion" for April has an historical article on Charles XII of Sweden, and his campaign in Russia, and a sort of prose anthology, from foreign military periodicals, dealing with the operations of the Spanish army in Morocco. There is a longish article, also, on military and air affairs in Great Britain, which is well-informed though I cannot quite place the *Departamento Naval Davon-Sur*, though it certainly seems to suggest the native country of Bill Brewer, Jan Steuer and their friends. The May number has an interesting lecture on military education and a long article upon the way in which Italy as a nation is being prepared for possible wars. It appears that the *Milicia Balilla* is to consist of boys and girls, though I must say that I do not think English girls would be attracted by the uniform, the more important parts of which are *camisa negra*; *pant alón bombacho gris-verdoso*, that is to say "black

shirt and greyish-green, balloon-like (or Oxford) bags." These last are, I understand, at present *démodé* in England, being, in fact, "more honor'd in the breach than the observance."

"The Universo" is, as a rule, rather severely scientific and therefore, perhaps, of no great interest to readers of the CAVALRY JOURNAL. But the May number has a brief biographical sketch of Constantino Beltrami "a Singular Italian Explorer," which touches a distinctly human note. Beltrami was a friend of the Countess of Albany who, married to Bonny Prince Charlie, had to leave him because (so we are told) he "lived in a continual state of intoxication." A wanderer by nature, Beltrami visited London in 1822, which he found so depressing that he left incontinently for North America and, in a canoe, explored the upper waters of the Mississippi, being the first white man to venture in that part of the world, where his name still lingers in Beltrami County, Minn. He revisited London in 1828, but before long left it "disgostato" because he suffered there "moral tortures interspersed with ephemeral honours." However, he seems to have settled down happily at last at Filottrano in his native country, entirely surrounded by "the skins, amulets, arms, necklaces and precious stones" which he had collected on his peregrinations.

"Wissen und Wehr," Part 4, has an article on the Macedonian Question which, the author thinks, will not be solved without another war. The French for Macedonia is *Macédoine*, but *macédoine* also means hodge-podge, which is rather significant. Another article deals with French plans of campaign from 1871 to 1914. Part 5 announces the result of a recent prize essay competition. The mottoes chosen by the successful competitors are interesting: e.g., the essay on Bismarck as a Minister for Foreign Affairs has as a motto: *Er war ein Mann, nehmt alles nur in allem; ich werde nimmer seines Gleichen sehn*, which, I think, will be recognised even by those unacquainted with Bismarck's native tongue. Major-General Feeser con-

tributes the first part of an interesting article "Hints for the Study of Military History." He says that many young officers may think that as they helped to make military history in the late war they need not study it, which is a gross mistake. He also says that the French and English training manuals issued since the war cannot get away from trench warfare "even when dealing with other forms of war." This seems rather a sweeping statement. One might criticise him on the grounds that he cannot get away from German military historians. For, with the exception of Jomini, none other are quoted. But perhaps he will make amends in the continuation of this very readable and instructive article.

The Austrian "Militärwissenschaftliche und Technische Mitteilungen" for July-August contains an article on Naval and Military Co-operation during the War, which is interesting as it gives details of the activities of the Austrian fleet in the Adriatic, about which not very much has been written. Other articles deal with railways in war and the development of artillery material during and after the war. There is also an appreciative notice of Sir F. Maurice's "Governments and War."

Parts 6 and 7 of the "Schweizerische Monatschrift für Offiziere aller Waffen" contain further instalments of Colonel Lebaud's "Impressions de guerre." He continues to be very frank and very critical. For instance, the Colonel of the 130th Regiment, having taken the vow of poverty, sobriety and chastity, lived "in the most primitive, damp and dirty surroundings." The English are "exasperatingly slow." "The best the Italians can do is to squat in the trenches opposite Austrians *de valeur guerrière égale à la leur*." Nor does he spare his seniors. "General T. is amiable but too fond of cocktails," or, as one might say in English, cocktails were not "caviar to the general."

F. J. H.

"The Cavalry Journal (United States), July, 1927." There are two articles dealing with Show Jumping, both of which are of great interest. In "Seat and Hands in Show Jumping," Major E. W. Taulbee discusses the general use of the body and its component parts and sums up in a neat expression "that the rider should be with his horse before, during and after a jump." Major Bradford, in "The Army Horse Show Team," gives some observations on the training and performances of show jumpers, comparing the American system with those of other nations.

There are some useful hints (illustrated by photographs) on the Use of the Polo Stick, which all young players should study.

W. R. Brown discusses Endurance Rides, which after eight years are to be discontinued. One of the conclusions reached is that "endurance, speed and soundness are not the exclusive possession of any one breed of horses and type." It is to be noted that the first prize was won twice by pure Arabs, once by a pure thoroughbred, four times by thoroughbred grades, and once by an Anglo-Arab grade.

In an article on Cavalry Organization, Captain W. F. Pride states that the two unit system must be a failure and advocates the maintenance of the three unit system. This is in accordance with the views of many Cavalry officers in England. A description of The Chinese Cavalry is given in which it appears that this force is almost valueless, the majority of soldiers having very little conception of the use of the weapons with which they are armed. We also read that "mounted practice is held with beheading knives, with which the men are very expert dismounted." This is in accordance apparently with the customs of the country. Executions are popular in China!!



RECENT PUBLICATIONS

“Command and Discipline.” By Vice-Admiral Sir Herbert W. Richmond, K.C.B. (Edward Stanford, Ltd.) 5/-.

In his preface the Commandant of the Imperial Defence College explains that his object in collating this series of quotations is to show what views various great captains have held on the subjects of command and discipline. The quotations are well and carefully chosen and the book makes both interesting and attractive reading. It is suggested, however, that, while no confusion of thought should exist in the mind of the more advanced military student after reading this volume, its value to the average reader might be enhanced were brief notes to be made, in subsequent editions, summarising the salient points brought out in each chapter. It might, for example, be beyond the competence of the ordinary reader to reconcile the quotation from Napoleon's military maxims on page 70, with Colonel Whitton's remarks on the same subject on page 102. In the former case Napoleon states that “every General is culpable who undertakes the execution of a plan which he considers faulty.” Colonel Whitton, on the other hand, claims that “Napoleon himself exacted a *blind* submission to his orders.” A possible explanation of this apparent paradox is that Napoleon had sufficient confidence in his own genius to formulate a maxim which was designed to apply not to his own orders but to those given by his subordinates.

An authoritative comment on problems such as this would, however, assist the reader to free his mind of ambiguities which must, if allowed to obtrude, detract from the benefit which should normally be derived from studying this volume.

The book itself is clearly printed and well produced in a handy form. The author is to be congratulated on compiling a valuable addition to any military or reference library.

E. J. S.

“A History of the Royal Army Veterinary Corps, 1796-1919.”

By Major-General Sir Frederick Smith. (Bailliere, Tindall & Cox, Henrietta Street). Price 21/-

The publication of a historical record of the R.A.V.C. is to be welcomed and this book, which, we may add is long overdue, depicts the inception and gradual growth of the Corps. Great difficulties were encountered on its path towards efficiency, not only from outside, but also from inside, the Service.

Previous to the foundation of the Veterinary Service, the Army Farrier held sway (1600-1796). “There is very little written about him except that he was very ignorant and very inefficient. . . .” “The intemperance of Farriers was a by-word.”

The period 1796-1839 marked the entrance of the professional man into the Army, but the service was purely civilian in its inception and for *no less than forty-three years* it had one man—Edward Coleman—at its head. It can easily be believed, therefore, that neglect and stagnation set in during his term of office. During the next period, 1839-1876, the Veterinary Service took up a military character. The last period, 1876-1919, was the era of reform and rejuvenation, the prime mover being James Collins, who was Principal Veterinary Surgeon to the Army from 1876 to 1883. His first steps were to abolish the system of regimental veterinary officers and to unite the Department. Other reforms effected during this period were the separation of the Veterinary and Remount Departments, the formation, in 1903, of the Army Veterinary Corps, and the necessary provision of hospitals and stores. These were but a few of the reforms effected, but “every forward step was slow, fettered by the unwillingness of conservative military authorities.”

When August, 1914, arrived, the A.V.C. was ready for war and it carried out its task in a most praiseworthy manner. During the four years struggle, 1,668 officers and 41,755 other ranks passed through it. The much coveted title of “Royal” was bestowed on the Corps in November, 1918.

This book is well written and not too technical for the man in the street. Its chief theme is the narration of the gradual

process of development from a small civilian service into a virile and efficient military corps. It is perhaps a pity that the author could not have included some figures of wastage, etc., relating to the Peninsula, Crimean, South African and the Great Wars. It is certain that a review of the results would have been gratifying. Several coloured plates depicting the uniforms of veterinary officers in different periods are included in the book.

“Bridle Wise.” By Lieut.-Colonel S. G. Goldschmidt. (Published by *Country Life*). 12s. 6d.

The author, who has had thirty years' experience with horses and who, during that period, has dealt with over 400 horses and ponies, advocates “The revival of the old system of equitation, which insisted on balance and control in a saddle horse, combined with the utmost freedom of forward movement.” His guiding principle is that a “a horse's general education, i.e., ‘bridle wisdom’ must precede his special education for hunting and polo.” The theory and foundations of the science of horse-breaking are ably explained and the writer gives reasons for his decided opinions. He opens the book with “The Psychology of the Horse” and describes how the trainer should impose his will on the horse without letting the latter realise his strength—be it physical or moral strength. The stubbornness of the donkey is due to his desire to exhibit his power over the rider. Colonel Goldschmidt maintains that, although horses enjoy the excitement of the chase, ponies dislike the game of polo, which is only natural.

The initial stages in the education of the horse are clearly described in the chapters, The Handling of the Young Horse, Long Rein Driving, Mounting and Dismounting, Bits and Biting, Teaching a Horse to obey the Aids, and School Movements. The author goes on to explain the more specialised training necessary for the young hunter and polo pony. The chapter on Fighting it Out deals with “revolt” in the horse and how to cure it.

He goes further than the old Greek proverb: "The eye of the Master makes the horse fat," by stating that the absence of the eye is responsible for the majority of the mishaps and ailments in the life of the horse. In these days of mechanical locomotion, more supervision is undoubtedly necessary.

The author is circumspect when dealing with the buying of a horse, which he likens to the choice of a wife. "It is well that tastes differ, or we should all want to marry the same woman and buy the same horse. How divergent are our tastes can be seen by a comparison of the types of horses one sees at a meet of hounds and on a polo ground, and it is difficult to imagine how some of them ever found purchasers." The analogy as regards the wife is uncompleted by the author!

Colonel Goldschmidt is firmly convinced that all riders should be horse breakers in some degree at least, and with this we must agree. It, therefore, behoves all horse owners to study his opinions and lessons in order that they may not only improve their mounts, but also extract greater pleasure from riding, whether it be in the hunting field, on the polo ground, or, along the tarmac road. This book is rightly described as "A Key to Better Hunters and Better Ponies."

O. J. F. F.

"The Remaking of Modern Armies." By Captain Liddell Hart. (John Murray). 10s. 6d.

It is difficult to review this book. The author divides it into three main parts—Rebirth, Rejuvenation, and Recovery and Relapse; but the whole is so disjointed and so devoid of logical sequence that the chapters can only be studied as separate essays, considerable portions of which have already appeared in various periodicals. It is still more difficult to review it calmly. Captain Liddell Hart is so anxious to belabour the foes he creates out of his own mind that he loses his sense of proportion, to put it politely. "The deadlock (on the Western front)," he writes, "was broken only by the coming of the tank, a new weapon thrust upon the military hierarchy in face

of their distrust and opposition. Misused at first, whether from obtuseness or intent, its value was disparaged by those who misapplied it." This suggestion that the tanks may have been *deliberately* misused by the higher command would appear to overstep the bounds of decent criticism.

It is a very great pity that the author cannot separate the pen of the journalist propagandist from that of the genuine military student. He has undoubtedly ideas which are well worth the study of all soldiers, and when he tackles problems as a student, and not as a journalist or propagandist, he produces work of distinct value, as exemplified by his analytical studies in this book of the French and German armies and the post-war continental doctrines ; he is at his worst in his chapter on The Leadership of Armies, considerable portions of which appeared anonymously in the Army Quarterly. The main trouble is that the author is so keen to bolster up his own ideas that he ignores all the difficulties in his way. In his study of history, he likewise only deduces what he wants for his immediate ends. This is most clearly shown by his chapter on The Napoleonic Fallacy, in which he tries to demonstrate the fallacy of what he assures us is the Napoleonic doctrine of " absolute " war. The whole chapter itself, however, is based on a fallacious interpretation of Napoleonic history.

As in most of his previous work, all his constructive arguments are spoilt by his haste to return to his destructive criticism. His endless belabouring of the majority of soldiers is probably explained by a statement he makes in The Leadership of Armies, which gives a wonderful explanation of why the pen is mightier than the sword ! " The man who writes," he says, " gives proof that at any rate he possesses some knowledge, whereas it is quite a possibility that the mind of the inarticulate one may be a military vacuum." If he realised that a lack of published utterances and writings does not mean a lack of study of the subjects concerned, he might not be so scathing in his comments. There may even be occasions when newspaper critics are not told all that is being considered in the military world.

If the author would drastically revise his work, cut out all the ridiculous attacks on military personalities and doctrines, which only exist in his own mind, and produce a reasoned analysis of his views as to the future, facing the difficulties, and leading up to a definite, constructive and practical policy, he might publish a work of real value, not only for the newspaper world but for the whole army. If he is to achieve this, we would bid him take note of two of his own statements from this book: "Difficulties are rarely overcome by pretending that they do not exist"; and "Cold print is a merciless exposé of mental fog."

"Napoleon." By Emil Ludwig. (Allen & Unwin, Ltd.)

It is almost a commonplace to-day to say that Herr Ludwig is the modern Carlyle, but it is the simplest way of describing his work. This book on Napoleon is undoubtedly one of the most remarkable biographies ever penned. It is not history, it is a pure character study. The author courageously gives the reader all the thoughts of the leading characters as well as their authentic utterances and statements, and so skilfully does he do his work that one scarcely knows what is history and what is being produced from the author's mind. He gives fascinating little details to emphasise the traits of the character he is depicting. During his coronation by the Pope, as he sits on the throne, Napoleon said in a low aside to his brother: "Joseph, if only father could see this!" When he wants to whisper something to his uncle, who stands just in front of him during Mass, he gives the Cardinal a gentle dig in the back with his sceptre.

This is not a book for a military student, searching purely for tactical or strategical information; the campaign of Marengo is disposed of in a few lines, so far as the military facts are concerned. It is a book, however, which rivals the finest of the historical novels, and which, at the same time, carries complete conviction of the author's conception of the character of the Emperor. To those interested in the man Napoleon this work will be of absorbing interest.

“Masters of War.” By Neville d’Esterre. (George Allen & Unwin, Ltd.)

This book consists of three essays, the first of which alone deals with military subjects, and from which the book takes its title. This first essay is disappointing. The author tries once more to clothe with flesh old bones which have long been decently interred. It is difficult really to see at what he is aiming. His preface gives some clue: “My purpose here is to liberate that vexed subject of militarism . . . from the romantic setting in which the nationalist historians of the different countries have enshrined it. . . The fashion of exalting great generals, as such, above the heads of other men is a part of the pernicious warlike, non-combatant spirit of modern times.” He sets out, therefore, to prove that great soldiers are not necessarily great men, but soon loses the thread of his argument in his anxiety to show that amateur generals have been, as a rule, better than professional. He resurrects the long dead myth of the feud between the regular and New Army officers in the last war, and it rather surprises one that he does not as well make use of the Russian hordes that passed through England in 1914! His arguments throughout suffer from dogma, based on distorted history. We are just told definitely that Napoleon was not a great man; that Frederick the Great was an amateur, not a professional soldier, and owed his possible greatness to this fact; Grant is to be accepted as one of the great strategists; while Marlborough’s claims to fame are quickly disposed of. “Deduct the soldier from the personality of Marlborough, and what is left? A typical dishonest, intriguing politician of the Restoration period, always playing for his own hand, plotting his private advantage, prepared to sell himself to the highest bidder.”

The essay really appears meaningless; the author is merely hitting the air, or knocking down skittles which he himself has laboriously manufactured and erected. The whole ninety-four pages could have been epitomised in the one paragraph where he shows his real ideas: “It would be no exaggeration to say that of all the professions in which educated men engage,

the army is the last where one would expect to encounter the loftier and productive manifestations of knowledge, enlightenment and culture, or freedom and originality of thought, or a profound understanding of men and matters, or a broad and generous outlook on life."

Of the other two essays, one, *Israel in Egypt*, tries interestingly to reconcile the Hebrew chronicles of the Pentateuch with such historical fact as lies at our disposal ; the other deals with the question of English local nomenclature.



SPORTING NOTES

Ascot is always a delightful meeting and this year everything combined to make the gathering a success. The weather was fine, constant watering had prevented the going from being unduly hard, and the racing was of the highest class.

To real lovers of racing the Gold Cup is perhaps the most interesting race of the year. To follow up a victory in the Derby by winning this race is to set the seal on a horse's reputation, and for some time we had been hoping to see Coronach attempt the task. In the end it was determined not to run him but to reserve him for the Hardwicke Stakes, which he won in a canter by 12 lengths. Always an impetuous horse, there was a fear that he would take so much out of himself in the earlier stages of the race as to leave nothing in reserve for the finish, but it is a pity that his name cannot be added to those of the great horses that have won the two races.

In the event, Foxlaw after a wonderful exhibition of gameness, and a masterful effort on the part of Carslake, wore down Altay, who had been started to make the running for Bois Josselyn, and drawing away in the last 100 yards, won by two lengths.

Finglas gave us a taste of his quality by winning the Churchill Stakes over 2 miles, on the Wednesday, and the Alexandra Stakes, over 2 miles and 6 furlongs, on the Friday. Only a perfectly trained horse can achieve such a feat and Mr. Gilpin has few equals and no superior in his art.

Of the Derby horses, Call Boy was in reserve for the Eclipse Stakes, and Hot Night tarnished his reputation by a weak effort in the Trial Stakes, but Knight of the Grail was only defeated by a short head in the same race, and Buckfast gave Lord Derby's Bythorne 11 lbs. and a head beating in King Edward VII Stakes.

Dealing with the fillies, Book Law had no difficulty in overcoming a weak opposition in the Coronation Stakes, but Beam was set a far more difficult task in the Gold Vase, run over two miles, and after a gallant effort failed to concede 9 lbs. to Adieu.

Last year we saw a wonderful field competing for the New Stakes, but this year the runners did not appear to be of the same quality, though the winner, the Aga Khan's Hakim, by Friar Marcus—Honora, may be well up to the average. Winners of the other two-year old races were Lord Derby's Fairway (Phalaris—Scapa Flow), in the Coventry Stakes; Major McCalmont's Stadacona (The Tetrarch or Tetratema—False Piety) in the Queen Mary Stakes;

Lord Glanely's Pondicherry (Phalaris—Quail) in the Chesham Stakes; and Lord Dewar's Sunny Trace (Abbot's Trace—Sunny Moya) in the Windsor Castle Stakes. His Majesty was desperately unlucky to be deprived of a victory in the Queen Mary Stakes, with Scuttle (Captain Cuttle—Stained Glass), as but for being badly interfered with the filly must have won.

The Hunt Cup was won by Asterus, and in the Wokingham Stakes the gallant and consistent Nothing Venture defeated the much fancied Fohanaun by a head.

The outstanding feature of the First July Meeting was the battle between Coronach and Colorado in the Princess of Wales' Stakes. There were three other starters, but they were not seriously considered, and the race was regarded as a duel between the two. In the paddock Coronach looked magnificent, and when he cantered down with his low sweeping stride the odds of 7 to 2 on him appeared fully justified. As they came over the hill Coronach was leading by about two lengths and was going easily. Weston, who had kept his mount tucked in behind the other then began to draw up on the outside. Childs gave Coronach his head and it looked for a moment as though he would go right away. Suddenly there was a roar from the crowd. His jockey began to ride with his hands. Then he got up his whip. The horse appeared to respond for a few strides and then completely collapsed. Colorado hard ridden drew right away and won by eight lengths.

Seldom have we seen a horse so much distressed as Coronach was after the race. He was drenched with sweat and was blowing so hard as to make one wonder if he was right in his wind. We loved the way in which Childs patted his horse all the way back to scale and with a white face tried to console him. No one will grudge Lord Derby his victory or try to belittle the performance of his gallant colt, but there were many who wished they could have been spared the sight of Coronach's defeat.

The Eclipse Stakes finally settled the question as to which of these two is the superior at the moment, as Colorado had little difficulty in confirming the Newmarket running. Coronach will in the future probably be remembered rather by his defeats than his victories, and yet we cannot feel that this is altogether deserved. After the Princess of Wales' Stakes he appeared unnaturally distressed, and it does not seem reasonable that a horse that won the St. Leger as he did should be unable to stay an easy $1\frac{1}{4}$ miles as a 4-year old. We shall be slow to believe that the horse was really himself in either of these two races.

Racing at Goodwood is always delightful, although for reasons which we have previously discussed, owners become every year less willing to send their best horses there.

An exception is Lord Astor, who always likes to be well represented at the meeting, and this year he sent that really good mare, Book Law, who won the Gratwicke Produce Stakes in a canter on the Tuesday, and followed this up by a comfortable victory in the Nassau Stakes on the last day. She will surely be hard to beat in the St. Leger, should all go well with her.

Hossan has been a good deal talked about in connection with this race, but he made a very poor show in the Gordon Stakes, for which he started favourite, and it is hard to see where his chance comes in. Everyone was pleased to see a Royal victory, when the speedy Tutbury defeated a field of seventeen for the Halnaker Stakes.

Of the two-year olds the Aga Khan's Hakim (Friar Marcus—Honora) scored another win in the Lavant Stakes. The colt can go a rare pace for five furlongs, but we much doubt whether he will stay well enough to be a serious danger in next year's classics.

Another nice colt is Mr. L. Neumann's Black Watch (Black Gauntlet—Punka) the winner of the Molecomb Stakes. This race is run over six furlongs and the colt gained such an easy victory that he must be very near the top class.

That nice filly Jurisdiction had little difficulty in winning the Ham Produce Stakes. There is no half heartedness in the way she runs out her races, and but little improvement will be necessary to make her a danger to the best next year.

The handicaps did not call for much comment. Priory Park gained a gallant victory in the Steward's Cup, carrying 9 st., and Try Try Again had little trouble in winning the Goodwood Stakes. She must be looked out for when the Autumn Handicaps come round.

The Goodwood Cup no longer attracts the class of horse it used to, and Dark Japan had only Royal Pom and Glommen to beat, a task which proved well within his powers.

Every year the numbers attending Goodwood increase. The members are well provided for, but those who were in the Grand Stand stated that the crowding was terrible. Some gave up the struggle in despair at the end of two days, as they found it impossible to get to a position from which to view the racing.

The death of Mr. F. Curzon has once again raised the vexed question of void nominations. In this case the unhappy event did not take place until after the victory of Call Boy in the Derby, and his value as a stallion is therefore not greatly affected. Had it occurred a short time earlier the value of the estate would have been depreciated by many thousands of pounds. As it is the value of the Comedienne colt is probably about half what it was at the beginning of June.

The necessity of the rule has long been questioned. The amount of the liabilities can be easily ascertained, and it is hard to see what objection there could have been to allowing the purchaser to take them over from the executors.

This year a suggestion has been made that the question could be solved by a scheme of insurance. The Jockey Club has always been slow to move, but it is to be hoped that during the winter a means may be found of overcoming the difficulty.

THE ST. LEGER

Lord Astor has met with several disappointments in the last of the Classics but he found consolation when his good mare Book Law (Buchan—Poppingaol) ran home a comfortable winner from Hot Night and Son and Heir. Sixteen faced the starter. Book Law was a steady favourite at 7 to 4. Hot Night was well backed at 4 to 1 ; Blue Boy and Shian Mor were quoted at 100 to 8 ; Tattoo at 100 to 7, and Buckfast at 100 to 6. The others were all at 20 to 1 or over.

The start was a good one though Tattoo struck off slightly behind the others. Grande Vitesse was the first to show in front with Blue Boy, Trelawney and Book Law all prominent. Turning into the straight Book Law went to the front and Hot Night improved his position. As was the case in the Derby, he drew up to the leader near the distance and for a moment looked like having a good chance. Again, however, the long run under severe pressure proved too much for him and Jellis had only to ride Book Law with his hands for her to draw away steadily and win by three lengths. Five lengths separated second and third. Shian Mor was fourth.

Book Law had previously run six times this year. Second, when palpably not cherry ripe, to Cresta Run in the 1,000 Guineas, and again second, beaten a head, to that good mare Beam in the Oaks. She then ran up a sequence of four victories, in the Coronation Stakes at Ascot, the Welsh Oaks at Chepstow, and the Gratwicke Stakes and Nassau Stakes at Goodwood.

Lord Astor may think she has done enough, but if he decides to keep her in training she will be hard to beat as a four-year-old as she seems to get better every time she runs.

POLO

THE INTER-REGIMENTAL TOURNAMENT

Twelve teams entered for this tournament. The 17th/21st Lancers had been for so long invincible that a repetition of the results of previous years was generally expected.

At the same time the Royal Artillery were reported to have a strong team, and the 11th Hussars, though they had hardly been long enough in England to have had much experience of first-class polo, had done well in practice matches and were expected to give a good account of themselves. In the event the Royal Artillery, after a hard struggle with the 11th Hussars, fairly worried the favourites out of it in the Final.

It was a disappointment for the 17th/21st, but it is not good for Army polo that the trophy should remain for too long in the same hands, and this largely accounted for the enthusiasm with which the victory of the Royal Artillery was received.

The following are the details of the matches played.

FIRST TIES.

17th/21st Lancers
Mr. R. B. B. Cooke
Mr. H. C. Walford
Lieut.-Col. V. N. Lockett
Mr. H. W. Forester
(10 Goals)

beat

10th Hussars
Mr. J. D. Hignett
Capt. C. H. Gairdner
Lieut.-Col. M. Graham
Capt. G. Horne
(4 Goals)

The 17th/21st got 7 goals in the early stages and were never threatened.

16th/5th Lancers
Mr. G. Babington
Capt. A. W. M. S. Pilkington
Capt. J. N. Bailey
Capt. D. J. E. Norton
(7 Goals)

beat

7th Hussars.
Mr. H. B. Moorhead
Mr. R. B. Sheppard
Major T. A. Thornton
Major A. Breitmeyer
(4 Goals)

A well-contested game which, however, the 7th never looked like winning.

The Royal Dragoons
Mr. R. B. Moseley
Major C. G. W. Swire
Major E. W. T. Miles
Capt. A. S. Casey
(7 Goals)

beat

The Life Guards
Capt. R. A. F. Thorpe
Mr. A. H. Ferguson
Capt. R. C. H. Jenkinson
Capt. Hon. A. M. A. Baillie
(5 Goals)

Played at Hurlingham. The Life Guards led by 3—1 at the end of the second period, and by 5—4 at half time. The Royals then got together and scored three goals to nil in the second half of the match.

Royal Artillery
Mr. B. J. Fowler
Capt. M. G. Morrison
Mr. J. Campbell
Capt. C. W. Allfrey
(7 Goals)

beat

Royal Horse Guards
Mr. W. M. Sale
Mr. F. G. W. Jackson
Mr. H. Abel-Smith
Capt. Lord Molyneux
(4 Goals)

The Royal Horse Guards put up a very good fight, Lord Molyneux being particularly good in defence. The Artillery, however, were a stronger combination and hit with more accuracy.

SECOND TIES

17th/21st Lancers

beat

King's Dragoon Guards
Major E. W. H. Sprot
Major T. H. Gladstone
Major H. S. Hatfield
Capt. R. L. Greenshields
(Nil)

(10 Goals)

An easy win as indicated by the score.

Royal Artillery
(9 Goals)

beat

The Royal Dragoons
(2 Goals)

The Royal Artillery were much superior both in hitting and combination and won easily.

16th/5th Lancers

beat

3rd/6th Dragoons

Mr. W. R. H. Watson

Capt. S. B. Horn

Capt. A. B. P. L. Vincent

Capt. J. A. Paton

(3 Goals)

(6 Goals)

Played at Tidworth. It was a good game and the score fairly indicates the strength of the sides.

11th Hussars

beat

14th/20th Hussars

Mr. K. Alexander

Mr. W. A. E. Coates

Mr. H. A. G. Bingley

Mr. J. D. G. Chayter

Capt. R. W. Verelst

Lieut.-Col. F. B. Hurndall

Capt. C. H. Tremayne

Capt. J. D. L. de Wend-Fenton

(6 Goals)

(5 Goals)

Played at Hurlingham. The first really close match of the tournament. There was little to choose between the two teams and goal for goal was scored till the final period, which the 14th/20th started with a lead of one goal followed quickly by a second. The 11th then made a wonderful rally and scored three goals in rapid succession.

SEMI-FINALS

17th/21st Lancers

beat

16th/5th Lancers

(7 Goals)

(2 Goals)

The 16th/5th put up a good fight but the 17th/21st showed superiority throughout. As a test of form it was worth little, the greater part of the match being played in a deluge of rain.

Royal Artillery

beat

11th Hussars

(6 Goals)

(5 Goals)

This match was played at Hurlingham after a week's postponement owing to rain. It was without doubt the best match of the tournament, there being little to choose between the two teams. The Artillery defence showed up against the 11th forwards, but it was anybody's game up to the last second, and the 11th were perhaps unlucky in not scoring a few seconds before the final bell went, a good shot by Capt. Verelst glancing off a pony's leg when going through the goal. Mr. J. C. Campbell of the Artillery was the outstanding player on the two sides and was well-supported by Capt. Allfrey and the other members of his team. For the losers both Capt. Verelst and Capt. Tremayne put up a wonderful game, whilst Mr. Bingley showed great promise for a young player.

FINAL

Royal Artillery

beat

17th/21st Lancers

(7 Goals)

(6 Goals)

Everyone went to Hurlingham expecting to see the 17th/21st win but those who had carefully watched the game put up by the Royal Artillery in the Semi-final realized that, given similar conditions of ground and weather,

their opponents would not be able to afford to give away any chances. From start to finish the Artillery outrode the 17th/21st and by sheer hard riding and hitting neutralised any advantage which the latter may have had in the way of ponies. They gained the lead early in the match and maintained it throughout, and although they only won by the narrow margin of one goal the result never appeared so doubtful as did that in the semi-final. The victory was an exceedingly popular one and the winners were warmly congratulated on their success.

THE SUBALTERN'S CUP

SEMI-FINALS

<i>7th Hussars</i>	beat	<i>Royal Artillery</i>
Mr. B. H. Moorhead		Mr. B. J. Fowler
Mr. R. B. Sheppard		Mr. R. A. Wyrley-Birch
Mr. W. Powlett		Mr. H. C. Elton
Mr. F. R. C. Fosdick		Mr. J. Campbell
(7 Goals)		(4 Goals)

The sides were evenly matched, though the 7th had slightly the better of their opponents in the matter of ponies. Both teams rode hard and marked their men well.

<i>17th/21st Lancers</i>	beat	<i>14th/20th Hussars</i>
Mr. R. Cooke		Mr. W. A. E. Coates
Mr. H. C. Walford		Mr. I. D. Chaytor
Mr. D. Miller		Mr. R. A. Woodhouse
Mr. H. W. Forester		Mr. C. F. Poole
(9 Goals)		(2 Goals)

The 17th/21st had an advantage of 10 goals on handicap and being better mounted had much their own way throughout. Their opponents, however, played good polo and kept going hard to the end.

FINAL

<i>17th/21st Lancers</i>	<i>7th Hussars</i>
(15 Goals)	(1 Goal)

The 7th Hussars' ponies had had a bad bucketing the day before and were undoubtedly tired. In any case, however, the 17th/21st Lancers' ponies were far superior and the 7th were therefore going all out whilst their opponents were merely cantering. The winners have a wonderful subaltern team and few regiments at full strength could hold their own against them.

THE WESTCHESTER CUP

In the first match, played on 11th September, the United States defeated the Army in India team by 13 goals to 3. The teams lined up as follows:

Army in India Team.—Captain C. E. Pert (15th Lancers), No. 1; Major A. H. Williams (Central India Horse), No. 2; Captain C. T. I. Roark (late Poona Horse), No. 3; Major E. G. Atkinson (15th Lancers), back.

United States.—J. Watson Webb, No. 1; T. Hitchcock, Jun., No. 2; M. Stevenson, No. 3; D. Milburn, back.

From the beginning of the play the Americans took up the offensive and bombarded the British goal. The visitors seemed to feel the importance of the occasion and were slightly nervous and disorganized. Their opponents also did not at first settle down. As the game progressed it became obvious that the British forwards were scarcely a match for the American backs. Atkinson did all that could be done and all through was the mainstay of his side, but Roark perhaps tried to do too much and the combination, which had been a feature of the practice matches, fell to pieces. The fourth period was the turning point of the game as the Americans drew steadily ahead and when the time came for changing ponies the score was 7—1 in their favour. Goals came steadily until they had secured a lead of 11—1, and though the last two periods were more even the challengers could do no more than hold their own and the match ended as stated above.

All the American team were at the top of their form and in long passing and hitting were always better than their adversaries.

The second match was played on 14th September. The American team was unchanged, but on the British side Captain R. George (Central India Horse) and Captain J. P. Denning (11th P.A.V.O. Cavalry) displaced Captain Pert and Major Williams.

The change worked well, and after a hard and fast game the holders only retained possession of the Cup by 8 goals to 5. The visitors made a bad start, and at the end of the second period the score was four goals to nothing. After that they more than held their own and scored five goals to the defenders four. Both sides played beautiful polo. The United States team were all at their best and Hitchcock surpassed himself. His shooting at goal was wonderful. He scored three times in the first period and five times in all.

The losers all played well. George had a difficult role to fulfil, but was continually worrying Milburn and hit well and cleanly. Denning was brilliant at No. 2, Roark was hitting a very long ball and seldom missed, and Atkinson played as well as he did in the previous match; higher praise it would be impossible to give.

Writing as we do, from telegraphic reports, it is impossible to give more than the bare facts. We shall hear more hereafter.

We can fairly say, however, that the experiment has been a success, and our heartiest thanks are due to those who have given time and money to ensure that nothing should be lacking to make the attempt successful.

ARMY CRICKET, 1927

BY A FORMER CAPTAIN

FOR the first time since the war the Army XI went through a season without winning a match. On two occasions, against the University at Oxford and against the New Zealanders at Folkestone, the Army had worked its way into a very strong position and might have won either or both matches but for

the interference of the weather. And against the Public Schools at Lords, the Army was marching to victory, but at Cambridge the Varsity proved far too good, and the Royal Navy, having collected a really good side, thoroughly avenged their series of defeats.

The first match, at Oxford, was considerably interfered with by weather. The Army were sent in to bat on a slow, easy-paced wicket, but three men were quickly dismissed. Rogers and Thorne stopped the rot and later, Bryant and Stanyforth quite pulled the game round. Bryant completed a magnificent century, and all the later batsmen helped the score along.

In spite of some steady bowling by Joy and Miles, the Varsity had no difficulty in avoiding the follow-on, and once that had been achieved the prospect of a decision disappeared. The Army second innings was again conspicuous for the success of the middle batsmen, Bryant and Stanyforth particularly distinguishing themselves. After Tudor had declared the innings closed the Varsity made no effort to go for the runs, quite justifiably be it said, and the match reached its inevitable conclusion.

Winning the toss at Cambridge, Tudor very wisely decided to bat. He and Wilkinson gave the Army an excellent start, the 100 appearing just before lunch for no wicket. After lunch the weather became threatening and just when the two opening batsmen had lost their wickets rain put an end to play. The next morning Allom bowled with rare venom, hitting the stumps six times in taking the last seven wickets for one run. Allom certainly bowled well enough, but such figures are too flattering.

However, against some good bowling by Havelock-Davies, Gore and Miles the Varsity established a very small first innings lead. Tudor, unfortunately, injured his hand fielding and was unable to bat again, but that would not account for another deplorable collapse by the Army. A fair start was made but some good bowling by Irvine started the rot, and Allom again routed the tail enders. Set to make a small score to win, the Varsity batsmen achieved their object in no uncertain fashion, losing only two wickets.

Nevertheless we approached our annual contest against the Navy full of confidence. Tudor won the toss and the Army went in to bat on an absolutely sodden wicket. The ground was so dead that runs came slowly, but when Tudor was run out a useful start had been made. But once Tudor had gone wickets fell steadily and the Army were all out for less than 200, the only occasion since the war on which they have failed to make 400 or more. The Navy set about their task in a very business-like way, and before stumps were drawn had made 60 runs or so for two wickets. Tuck and Sellar carried on the good work the next morning, and by lunch time the score was 180 for 5 wickets. After lunch Halsey and Bartley played magnificently and added another 200 runs by tea time. That they were able to take such toll was due very largely to the careful play of their earlier batsmen, to whom they owed much. Eventually the Navy made over 400 runs, and the Army had a heavy task before them. As Wilkinson was unwell, Tudor took Stanyforth in with him. Unfortunately, Tudor was run out before a run was scored, and the

Army never quite recovered. Stanyforth himself did his best to make amends and played a thoroughly good innings; but with the exception of P. V. Williams, and Wilkinson the next morning, none of the Army batsmen settled down, and soon after lunch on the third day the Navy had won by an innings.

The Army may have had the worst of the wicket and some misfortune too. Green was quite unfit to bat on the last day through a touch of the sun the day before, but in this match the Navy were the better side in every department of the game, with the possible exception of the fielding, which reached a very high level indeed on both sides.

The Navy are entitled to the heartiest congratulations on their really well-earned victory.

Against the New Zealanders, the Army XI was the strongest combination available, E. S. B. Williams and Gore taking the places of Green and Firkbank. The New Zealanders won the toss and went in to bat on a real Folkestone wicket, but against some first-class bowling by Joy, Gore and Miles not only were runs hard to get, but the batsmen found much difficulty in keeping their castles intact. Nine of the tourists were out with less than 120 runs on the board, and it was solely due to their last two batsmen that their total reached 180. Before stumps were drawn that night the Army had almost equalled the visitors' total with only two men out. E. S. B. Williams was chiefly responsible and was undefeated for 80. The next day it rained unceasingly and no play was possible, and on the third day, after 20 minutes' cricket, during which the Army gained a first innings lead for the loss of three more batsmen, rain came down in torrents and the match had to be abandoned altogether. It was a great disappointment to both sides, particularly to the Army, who looked upon this as an opportunity to restore their prestige in the cricket world after their rout at the hands of the Sailors.

The match against the Public Schools at Lords was drawn, certainly in favour of the Army. Fleming, of Winchester, was the first Public School boy to achieve the distinction of making a century against us, and played very well indeed to do so. It was another last wicket partnership in the second innings of the Schools that deprived the Army of victory. At lunch time on the second day it appeared certain that the Army must win, but by tea time the certainty had become little more than a possibility. A really good start might have demoralized the Schools, but it was not forthcoming, and the match fizzled out into a very colourless draw.

The situation in China and the normal departures of the trooping season appear to have had a greater effect than usual on Army cricket. For the first year since the war we were without a really good slow bowler. Even Jameson and Fowler had quite worthy successors in Armitage and Kirkwood, while last year Melsome and Mackessack proved their value, but this year Miles alone of the medium-paced bowlers was even consistent, and there was not enough variety amongst the others. Joy was the most successful of the quick bowlers, though Gore was very deadly in patches. Havelock-Davies

does not bowl enough. Had he played cricket regularly he might have been a really great bowler, but even Tate would meet with little success if he bowled less than 100 overs in a season.

There were bright spots in the batting, but it was never really solid. If an indifferent start was made the later batsmen might redeem it, whereas if a good start was made the later batsmen would almost certainly fail to take advantage of it. There can hardly be a single Army batsman who can look back on his season of Army cricket with complete satisfaction. The early batsmen have seldom fulfilled their role and the later ones missed some glorious opportunities.

In fielding alone did this year's XI worthily uphold the traditions of the past, and Stanyforth gave some brilliant exhibitions behind the stumps, though he is prone, towards the end of an innings, to miss chances that prove expensive.

Unfortunately, after very careful consideration, it has been decided to abandon the matches against Oxford and Cambridge. However, by way of compensation, the match against the Royal Air Force will be revived.

It is to be hoped that next year shoulders will be found worthy to bear the mantles of Fowler, Jameson, Burrows and the like.

R. J. P. A.

THE INTERNATIONAL HORSE SHOW

KING GEORGE V GOLD CUP

After a close struggle, victory rested with Lieutenant X. Bizard on his bay mare Quinine, who completed two faultless rounds. Lieutenant-Colonel Malise Graham, on his gallant old horse Broncho, was within an ace of scoring as he lost only half a point in the two rounds. When the competition is so close the use of a "slip" is unavoidable, but is bound to introduce a certain element of luck. We have personally known a slip to fall when the horse has obviously not touched it, though we do not for a moment suggest that this occurred on the present occasion.

The following is a list of prize winners :

- (1) Lieutenant Bizard's Quinine. (France).
- (2) Lieut.-Colonel Malise Graham's Broncho. (10th Royal Hussars).
- (3) Captain Muir's Sea Count. (King's Dragoon Guards).
- (4) Lieutenant Carbon's Sultan. (France).

The remaining prizes were divided equally between : Lieut.-Colonel Rommel's Czardas (Poland); Lieutenant Gibault's Mandarin (France); Captain Batten's Milly (Royal Engineers); Captain de Laissardiére's Sherry Golden (France); and Major Walwyn's Stuck Again (Royal Horse Artillery).

THE CANADIAN CUP

Broncho, none the worse for his previous efforts, turned out again and completed five rounds with only two half faults, thus bringing consolation to his owner for his narrow defeat on the previous day. Broncho has now reached

the age of twenty-three, and is as good or better than he ever was. His owner has a genuine affection for him and it is pleasant to think that the gallant old warrior will want for nothing during his remaining years.

THE PRINCE OF WALES' CUP

Seven teams competed for this Cup, the result being an easy win for England against whom only four-and-a-half faults were registered. They were followed by France, 10½; Italy, 20½; Poland, 26½; Belgium, 31½; Sweden, 38½; and Ireland, 75½. The winners were represented by Lieutenant-Colonel M. Graham on Broncho, Captain W. H. Muir on Sea Count, and Captain E. B. de Fonblanque on War Baby.

HENLEY ROYAL REGATTA

By AN OLD BLUE

We are all ready to remember a wet Henley and this year will certainly be numbered amongst the wettest. However, the improvements which have been carried out in the Lion Meadow during recent years enabled a large number of spectators to view the Regatta with a great deal more comfort than would have been possible in the old days.

From a rowing point of view there was nothing to complain of. The wind was always light and during all four days was either up or down the course. Since the new course was adopted a "bushes" wind across the course seems to be non-existent.

The eight events produced a record entry and necessitated extra heats to be rowed for the Ladies, the Thames and the Wyfolds. For the Grand Challenge Cup there were five entries: Leander, Jesus College (Cambridge), London, Thames and a Dutch crew from Leiden University. The final was fought out between the two Metropolitan crews, Thames winning by three-quarters of a length. Thames certainly deserved their victory and were the fastest crew at Henley. Fifty years ago the final was also between London and Thames, and the two veteran Sevens of those crews, S. le B. Smith and W. H. Eyre, were present at the Regatta.

The Ladies Plate had twenty-one entries. Radley did well in beating a College crew, Exeter, in a heat. The final was between First Trinity and Third Trinity, Cambridge, both good crews but the result was never in doubt after Fawley, the former winning by three-quarters of a length.

The Thames Rowing Club completed a list of victories by winning the Stewards, the Thames and the Wyfold Cups. We must go back to 1887 for such a record when Trinity Hall won all these four races and in addition the Visitors.

The Kent School from U.S.A. sent a very fine boys' crew for the Thames Cup, averaging 12 st. 8 lbs. They had the misfortune to draw the Thames R.C. in the first heat and were only beaten by a quarter of a length, so with luck in the draw they should have been in the final.

The entries for the Diamonds included three scullers of the first class, Collet and Beresford, with J. Wright from Canada, but the surprise of the Regatta was the win of R. T. Lee, under dramatic circumstances. Wright beat Collet after a great struggle, Collet rowing himself to a standstill a few strokes from the finish. Beresford after his long series of victories in the Diamonds appeared to have gone stale and lost his pace. He was surprisingly beaten in the second round by R. T. Lee, of Worcester College, Oxford, who last Autumn was only second in the Oxford Sculls. In the final, Lee kept Wright going all the way although two lengths astern, and Wright, who appeared tired, either from this or misfortune, ran into the booms some ten yards from the finish, allowing Lee to pass the post first. It was very hard on Wright, who had practically won his race.

The Visitors was won by Christ's College, Cambridge, and the Goblets by the London R.C. pair, Nisbet and O'Brien.

Thus ended an excellent Regatta except for the weather.

ATHLETICS

The Army Individual Championships were run off at Aldershot at the end of June. No less than four army records were broken. In Putting the Weight, Captain J. A. Ross, H.L.I., accomplished a distance of 43 ft. 9½ in., thus easily beating Lieutenant E. G. Beckwith's previous record of 42 ft. 0½ in. Corporal J. Long, Lancashire Fusiliers, cleared 22 ft. 4 in., in the Long Jump; Lieutenant K. S. Jefferson, Oxfordshire and Buckinghamshire L.I., threw the discus 117 ft. 3¾ in.; and Q.M.S. Sayers, Welsh Guards, completed the fourth record by Throwing the Javelin 159 ft. 3 in.

Other results were as follows :

100 Yards.	Sgt. Instr. Hunt, A.P.T.S.	.. ..	10 1/10th sec.
220 Yards.	Sgt. Inst. Hunt, A.P.T.S.	.. ..	23 sec.
440 Yards.	Lieut. H. C. Partridge, Dorset. Regt.	.. ..	53 1/5th sec.
880 Yards.	2/Lieut. Francis, R.H.G.	.. ..	2 min. 1 1/5th sec.
1 Mile.	L/Cpl. Sutherland, 3/6th D.G's.	.. ..	4 min. 31 4/5th sec.
3 Miles.	Cpl. W. M. Cotterell, R. Corps of Signals	.. ..	14 min. 59 3/5th sec.
120 Yds. Hurdles.	Lieut. J. Biddulph, Gloucs. Regt.	.. ..	16 sec.
Pole Jump.	Lce/Sgt. H. Crawley, Yorkshire Regt.	.. ..
	and Lce/Cpl. J. Jardine, Gordon Hghrs.	.. ..	10 ft. 6 in.
High Jump.	Lieut. T. P. Saunders, Cameron Hghrs.	.. ..	5 ft. 6 in.
Throwing the Hammer.	Sgt. Perey, K.O.S.B.	.. ..	116 ft. 5½ in.

The Aldershot Command Inter-Unit Championships were held on 14th July, with a view to selecting the teams for the Army Team Championships. Some good performances were put up and the final result was :

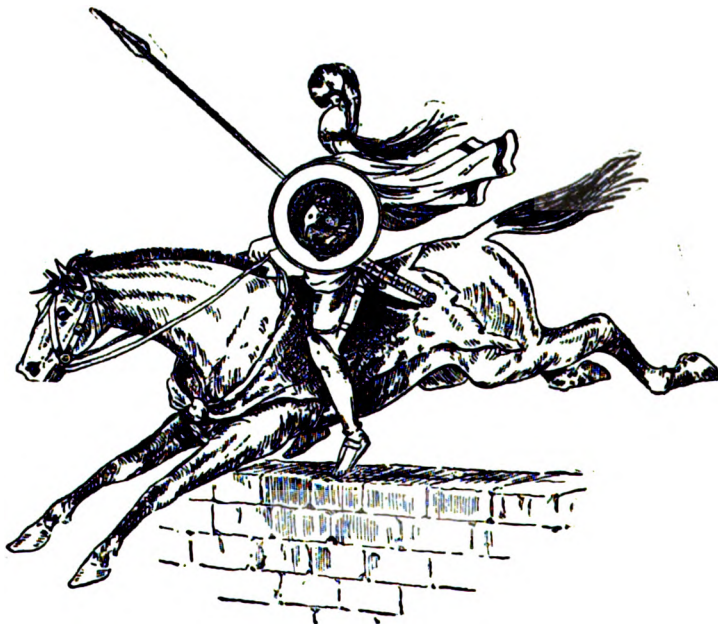
Dorsetshire Regt.	.. ..	32½ points.
Highland Light Infantry	.. ..	27½ "
York and Lancaster Regt.	.. ..	21 "
King's Own Scottish Borderers :	.. ..	19 "
Royal Engineers (Bordon and Longmoor)	.. ..	15½ "

In the Army Unit Team Championships, held on 11th August, the 1st Battalion The Lancashire Fusiliers put up a series of very fine performances and retained possession of the Championship, which they won last year. It is noticeable that in Putting the Weight no less than three teams surpassed the previous Army record, the winners totalling 77 ft. 7½ in., against the previous best of 69 ft. 10½ in.

The leading teams were :

1st Bn. Lancashire Fusiliers	..	..	..	..	29 points.
3rd Bn. Royal Tank Corps	..	..	..	..	25½ "
1st Bn. York and Lancaster Regt.	..	..	..	..	23 "
Highland Light Infantry	..	..	..	..	16½ "
1st Bn. Scots Guards	..	..	..	..	14½ "

Keen disappointment was felt at the non-appearance of the Cambridge University O.T.C. team which had entered for the open Relay Race, more especially as it was hoped that Lord Burghley was going to run for them, but the team was unable to compete.





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